BRITISH COLUMBIA

MINERAL AND AGRICULTURAL WEALTH

THE CANADIAN NATIONAL PARK.

ILLUSTRATED.

FROM "WINNIPEG SATURDAY NIGHT."

[1894]

NW
971M
W776

THE ONLY WAY

That this Vast Country Described Herein
Can be Reached is by the

Canadian Pacific Railway.

ATLANTIC TO THE PACIFIC.

Cars, First and Second Class, in Dining

contemplate going to the United States,
adian **Pacific Railway**. Ask any of their
pamphlets, etc.

millions of acres of the best Farming

of the Government Free Lands, send

Weste

lder,

and Northern **Alberta Folder,**

Traffic Agent 67 and 68 King
London, England; 67 St. Vincent St., Glasgow.
Manchester, England; or to

D. McNICOLL,

General Passenger Agent C.P.R.,
MONTREAL.

ISH COLUMBIA

L AND AGRICULTURAL WEALTH

an National Park, Banff.

WINNIPEG SATURDAY NIGHT."
pprietors. Office—183 and 185 McDermott Avenue.

VOL. 2, NO. 5. WINNIPEG, SEPT.-OCT, 1894. Whole No. 55.

Interior View of C. P. R. Sleeping Car.

The Rich West.

REGARDLESS of all that has been written and published laudatory of the great Canadian West but a faint idea of the vastness of its territory and the immense resources thereof exists in the minds of Eastern people. Journeying from Winnipeg to Vancouver, the terminal city of Canada's great transcontinental highway, one passes through a storehouse of national wealth such as is possessed by no other country in the world.

Leaving Winnipeg on the morning express, the first day's ride carries one through the great wheat fields of Western Manitoba and by the prosperous, thriving towns of Portage la Prairie, Carberry and Brandon, which are the principal market-places of this rich and populous district. Regina, the Territorial capital, is passed early in the morning of the second day, all of which is spent crossing the fertile plains of the Territories, glimpses at Moosejaw, Swift Current and Medicine Hat being afforded the traveler. Calgary is reached on the morning of the third day. Calgary is the center of a great ranching country and has tributary to it the much-talked-of Edmonton country as well as the rich coal fields of Lethbridge, both of which are connected by rail. It is a substantially built town and is charmingly situated on the Bow river, the white peaks of the Rockies being plainly discernible.

From this point onward the road leads through the peaceful valley of the Bow, winding its way through the grassy foothills past the little town of Morley, and an hour later the iron horse plunges in through the gap, the rocky gateway through which the Bow river issues from the hills.

The author of the New West thus eloquently describes this portion of the journey:

"The scene is one of indescribable grandeur. The senses are overpowered by the ideas of immensity, titanic strength, adamantine hardness and endless existence which these huge collections of rock evoke. It is only in such a spot that the human mind can adequately comprehend the sublime imagery of the inspired writers who told of the 'everlasting hills.' The frowning peaks, at times dark and gloomy and threatening, defying the elements for ages past, and to defy them for ages to come, appall and oppress one with their immensity—on the one side fantastically broken and castellated heights—on the other, huge snow-mantled monsters. Beyond again, the Three Sisters loom up as if the long-gone builders of the pyramids of Egypt had crossed the ocean ages ago and left in this western land these monumental traces of this wonderful work. Beyond this trinity again, the Bull's Head is to be seen; then Anthracite mountain, a spur of the Fairholme range, rich with the coal its name indicates, rises impressively, and not far away is Banff, the great sanitarium which nature has created and which man has sought to improve."

Anthracite is not prepossessing in its appearance to-day, but the town has a bright future in store. The rich coal-mines here now being successfully operated by Mr. H. W. McNeill give promise of a never-failing supply as well as those at Canmore, a few miles below, and the quality of the products of the respective mines is such as to warrant an ever-increasing market, not only in Canada but in the northern portion of the United States. The Canmore bituminous coal is already being used by the British naval squadron off the Pacific coast, and the anthracite is a household name in the prairie villages, the American hard coal being almost completely driven out with its introduction. So much for Anthracite and Canmore, two of Alberta's hardy mining towns.

A few miles farther and the express whistles into Banff, the entrance to Canada's great national park—the nation's pleasure ground. From the little rustic station a drive-way leads to the village proper, a mile distant. This park is a national reservation, north-east and south-west, twenty-six miles long by ten miles wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers. Besides these picturesque streams and innumerable lakelets is Devil's Lake whose fascinating loveliness belies its name. Not only in name but in reality should this park be called the nation's pleasure ground, for it certainly stands without a rival perhaps in the entire world. The beautiful drives through the valleys of the Bow and Spray and along the mountain sides, built at a great expense by the Dominion Government, render good points of view and features of special interest more accessible than is the case at any other point throughout the mountains. The facilities for trout fishing, too, are unexcelled anywhere, the mountain streams and lakelets yielding rich treasure to the disciples of Isaac Walton. Canoeing, driving, walking and mountain climbing may be numbered among the pleasures of this famous resort. Banff is known far and wide as a health resort, and the medicinal virtues of its hot springs are being heralded throughout the health-seeking world. The springs are located at different elevations upon the eastern slope of Sulphur Mountain, the highest and most important being four thousand five hundred feet above the sea level. All are reached by fine roads commanding glorious landscapes. Those seeking for health come here each year not only from all parts of Canada, but also from the Old World, and as each year rolls on old visitants as well as new ones are captivated by charms heretofore undiscovered, while nature bewilders her admirers with her lavish beauty, yet she keeps ever in reserve a wealth of attraction which is revealed only to those who yield to her alluring spells and leads them day by day into some fresh infatuation. Here can be found all the appliances necessary to minister to the comforts of human nature and satisfy the most exacting. It welcomes yearly the thousands who have heard of it from afar and been drawn thither by the magic of its name. There are a number of splendidly equipped hotels within the limits of the park, built in the most picturesque places, affording every accommodation for tourists and invalids. All of these hotels contain baths supplied from the Hot Sulphur Springs. The park is under the supervision of Mr. Stewart, a Government appointee, who exercises the utmost care in protecting the game within its limits from wanton destruction. A detachment of North-West Mounted Police are stationed within the confines of the reservation. The Canadian Pacific Railway continuing through the park shows wonderful views on either hand.

I believe in this province the traveler cannot fail to note the general tendency toward closer trade relations between British Columbia and her sister territories and provinces. The Provincial Government seems to be doing all in its power to open up and develop the country, especially the Kootenay section, where they have built trails and roads with much promptitude. The people of the province, especially in the Kootenay country, are desirous of keeping up the trend between the East and West and much prefer to deal with Canadian firms. Spokane has drawn an immense trade from the mining camp, but it is fast giving way to Winnipeg and Toronto houses. Large numbers of cattle and sheep, bushels butter, eggs, and other produce, are being shipped

100266
Pacific N. W. History Dept.
PROVINCIAL LIBRARY
VICTORIA, B.

into the mining and lumbering camps from the North-West Territories and Manitoba.

Flour is superseding the less substantial product of the soft wheat country to the south. In return British Columbia sends vast quantities of lumber and shingles, as well as the products of her canneries, and in time will supply the North-West with fruit from her fertile valleys. As the prairie country and British Columbia increase in wealth and population, so will the exchange of commodities thrive. Never were the mining prospects of the Pacific Province so bright. Eastern Canadians who have money to invest should awaken to the fact that Americans have secured and are securing a strong hold on the best mineral districts, notably the Slocan, which is now recognised by experts as the richest silver mining district in the world. Eastern Canadians should open their eyes still further as to the rich resources of this Western province.

There is no man doing more for British Columbia than the rural editor. The public men are all imbued with a fine spirit of faith in the country, and the business men by their enterprise show their faith in it, but the newspapers right through to the sea are conducted by men who feel that the West has a future, and they are doing incalculable service in bringing that future very near. It requires "sand" to get out a paper in a new country, and the editors of British Columbia possess it in a marked degree.

Beautiful Banff.

There is not a more fascinating resort on all this continent than Banff, on the line of the Canadian Pacific Railway, in the heart of the Rocky Mountains. It is charmingly situated in the great Canadian National Park, a large reservation chosen by the Dominion Government for its beauty and sublimity and healthfulness as the great breathing-place of the nation. Here, amid the stupendous hills, people can roam about, viewing scenery such as Switzerland cannot surpass and no other part of the world equal. Streams have been bridged, roads laid out and trails cut far into the solitudes, and science has availed itself of Nature's gifts to create out of the wilderness a mountain park twenty-six miles long by ten miles wide. There is fine trout fishing in the Bow River and excellent trolling in Devil's Lake, eight miles from Banff. In season there is duck shooting in plenty, and mountain sheep and mountain goats provide sport for those who are more daring.

The Lakes in the Clouds are perhaps the most famous exhibit of the National Park. It is about an hour's run on the train to Laggan, the depot nearest the lakes, and, once arrived there, the tourist can walk, ride or drive up to Lake Louise, the first of the bodies of water hidden up near the sky. Lake Louise, Mirror Lake and Lake Agnes are the three lakes in the clouds, and the prettiest is Mirror Lake. It has no visible outlet, but empties by some subterranean passage into Lake Louise. It is surrounded by high walls of rock, and these are faithfully mirrored in the clear water.

It is impossible to describe to an Easterner the beauties and the alluring influences that greet those who visit Banff for the first time, but if I were to attempt to compress it into a single sentence I should say that one feels that there is a wonderful new world spread out before him awaiting exploration.

CANADIAN PACIFIC HOTEL, BANFF.

Beauty Enhanced.

Magnificent Interior and Charming Surroundings—An Hotel at Banff for the Tourists of the World.

Those who have not visited the National Park can at least gain a conception of the grandeur of its beautiful valleys and towering peaks by observing the illustration in this issue entitled "Canadian Pacific Hotel, Banff." The conditions of modern life demand that we shall spend a portion of our lives within the hospitable walls of an inn and perhaps, like Goldsmith, we find our warmest welcome there. This is an age of travel, and the railway and hotel are almost indispensable to each other. The innkeeper of ancient history would cut a sad figure beside the gentlemanly hotelkeeper of to-day, and the rough comforts of the past would be received with very bad grace by those who inhabit the palatial hotels of the present decade. A visit to the Canadian Pacific Hotel at Banff reveals much that is interesting. It is a magnificent building capable of accommodating some three hundred people, and, situated on an eminence above the blue waters of the Bow river, commands every point of the compass.

It is a most sightly spot, overlooking the chief valley of the National Park, through which flow the united waters of the rivers Bow and Spray. From the broad piazzas and rustic seats the guest may enjoy a sun bath while drinking in the beauties of the surroundings, or in the evening listen to the music of the Spray's rapids, and watch the moon climb up the valley that lies between the Sulphur and Rundle mountains. Fine evenings have as many charms as day at Banff. There is enough elegance in the construction and decoration of this hotel to mark the calibre of the house; enough beauty in the adornment of the interior to satisfy the artistic mind, and the ruddy glow of the old-fashioned fire-places, with their dancing shadows and cheerful brightness, seems to bid the visitor a most hospitable welcome. Landlord Matthews makes a genial host and looks well after the comfort of his guests, while politeness is personified in every official and employee of the establishment. An official guide book rightly characterises this house as being a large and luxuriously appointed hotel.

But it is not merely the hospitality while under the roof-tree, the excellence of the cuisine or the complement of panoramic effect in the immediate vicinity that commend this grand hostelry to the favor of the tourist and other traveler. There are other reasons why the tourist should book at least a few days for the Canadian Pacific Hotel at Banff; first,

that the recuperating effects of the Banff hot spring baths may be experienced, and secondly, that an opportunity may be afforded to investigate the wonders of a National Park unexcelled for picturesqueness and natural beauty in the world. The tourist is first impressed with the majesty of the mountains, many of which, "snow-capped," tower far above the misty clouds. Highest among these gigantic beauties is the extreme pinnacle of Bundle mountain, which towers to a height of 9,796 feet, though the Cascade mountain, immediately opposite, rises to an altitude but two feet less in height. Sulphur mountain, from which the healing properties of the Park are derived, is 8,020 feet high

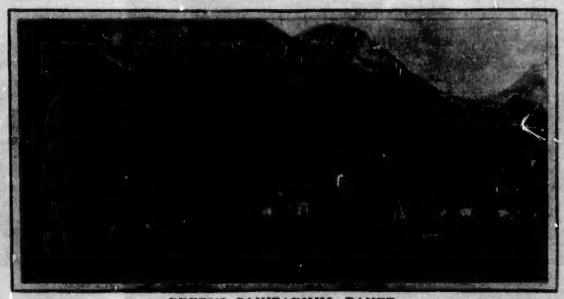
The Vermilion range, however, though perhaps not so high as some of its giant brothers, is nevertheless one of the most attractive. About half-way down from its summit, a beautiful grassy slope, gently inclining towards a burly valley, through which the Bow river wends its way, intersected by the silent waters of the Vermilion lakes, forms a scene of picturesque loveliness difficult to excel, and when seen never to be forgotten. Tunnell mountain, 5,510 feet high, has a beautiful drive which winds its way, serpentine-like, thousands of feet in height, and then circling around gradually descends to the base on the other side. Fine roads, constructed by the Government, traverse the valleys and mountain sides, even penetrating to Devil's Lake, 7,500 feet above the level of the sea. Here there is splendid fishing, a snug little steamboat catering to the visitor. Devil's Lake is one of the prettiest canyon sheets of water in the mountains, and is well worth the ten miles' ride to see it. Then there are numerous other lakes, mountain caves breathing of antiquity, pebble-bottomed trout streams flowing through grassy foothills and many other attractive features in the great park A well kept livery at the C. P. R. hotel supplies the tourist's wants in this line, and guides for hunting and alpine climbing are always obtainable.

Dr. Brett's Sanitarium.

One of the lovely spots in the National Park is the site occupied by Dr. Brett's Sanitarium and residence. Leaving the little rustic station, a few minutes' brisk drive in an easy-riding coach brings the visitor to the bridge which spans the swift-flowing Bow, a short distance above its meeting with the Spray. The bridge is crossed slowly, and from the carriage window one cannot but admire the picture spread out before, the pretty and finely equipped Sanitarium buildings adorning a slight eminence with well kept grounds sloping gracefully down to the river.

Adjoining the Sanitarium, which, by the way, is one of the most homelike and best managed hotels in Canada, is the hospital, under the direct medical superintendence of Dr. Brett, a physician who has won by his own merits high distinction in the profession. Dr. Brett's Sanitarium is a model institution, and its great practical blessings and bounties can, indeed, only be truly realised by those who have actually experienced them. Trained nurses are in constant attendance here, and unselfishness seems to be the keynote of the life of the institution.

The Banff Sanitarium differs from similar institutions in other places. Here the invalid draws inspiration from the beautiful natural surroundings and finds renewed strength and vigor in the waters of the world-renowned hot springs with which the Sanitarium is bountifully supplied. The baths and swimming pools are elaborately arranged, the water being brought in pipes direct from the fountain head of the boiling spring upon the mountain side. Rheumatism, pulmonary affections and all cutaneous diseases yield speedily to the treatment provided at the Sanitarium, and the tired, worn-out business man takes on a new life, as it were, after a few weeks' sojourn here. The beautiful drives in the bracing mountain air; the fine facilities for rowing; the excellent trout fishing; grand opportunities for mountain climbing and the assurance of good company, together with an elaborate menu, representing the delicacies of the season, to select from at the meal hour,



BRETT'S SANITARIUM, BANFF.

and all combined with the assurance of skilful medical assistance when required, unite in making Dr. Brett's Sanitarium the leading institution of the kind in this country. In the winter as well as the summer season invalids flock to this health giving resort.

Hot Spring Hotel.

A snug and cosy home for those of moderate means who visit the National Park for the renewal of health may be found at the Hot Spring Hotel, which is delightfully situated within a baseball throw of the fountain head. This snug little cottage hotel is owned and managed by Mr. Frank Beattie, whose seven years' experience in the park has given him a wide range of ideas as to how to be of service to the comforts of his patrons. Mrs. Beattie is a model housekeeper, and the home-like atmosphere puts the stranger at ease before he even has time to unpack his valises. The elevation of the Hot Spring Hotel is five thousand three hundred feet above the level of the sea, and its natural surroundings are so beautiful as to be strikingly impressive. The hotel is well appointed, but not extravagantly so; remarkably so, though, considering the very moderate rates. Including all the baths you desire and a free 'bus to and from the station, it only costs you ten dollars a week to stay with this genial landlord. Being so near the famous Hot Spring, the full virtue of the water is obtained here, as hundreds of happy, joyous people, once the victims of rheumatism and other ills, can testify. Landlord Beattie came originally from Markdale, Ontario.

The Grand View.

"How wonderful are Thy works, oh God!" This scriptural phrase cannot but come to mind during one's first visit to Canada's great National Park. There is something awe-inspiring about the mighty Rockies. At times the peaks may look bleak and lonely at this season of the year, when nature is in her happiest mood, the snow-capped summits contrast prettily with the sombre brown of the upper portions and the dark green forests which adorn the lower slopes.

Sitting here on the broad verandas of the Grand View one is permitted to gaze upon a panorama which no artist could ever hope to faithfully reproduce. To the north in bold relief lies Cascade Mountain overlooking its smaller brother Tunnel Mountain, now noted for its corkscrew drive, while to the right rises the Rundell range, which to the south-east as far as the eye can reach forms a huge sleping wall along the banks of the Spray. We are five thousand five hundred feet here above the level of the sea and three miles from the little railway station, and under our feet, as it were, we gaze at the meeting of the waters—the turbulent Bow and Spray.

The clouds are rising from the mountains, so we will step out upon the pavilion and change our view. Directly behind us our vision is confronted by Sulphur Mountain, which after consulting a map we learn is 7,455 feet above the sea level. It is from the bowels of this mountain of curious formation that the waters of the world-renowned Hot Springs boil forth. The spring is only a few steps from the hotel veranda. Now it is carefully enclosed and sends forth a rushing stream—an abundance in one day to bathe the world's unwashed millions. Twenty years ago it flowed down the side of the mountain, forming pools here and there, where the dusky Blackfeet were wont to bathe and wash away their infirmities. From time immemorial, according to tradition, the water of this spring was held in great repute by the Indian medicine men. And its healing powers have in no wise diminished. The analysis of the water shows sulphur and magnesia to be present in large quantities and the temperature varies from 108 to 112 farenheit. Eczema, sciatica, inflammatory rheumatism, lumbago, la grippe, blood poison and all other kinds of skin diseases yield to its curative powers. It is a holy sight to see men advanced in years raising their hands in heart-felt prayer and thanking their Creator for deliverance from the pangs of disease. It has been estimated that the crutches left by cured men and women in Banff during the past few years would make a picket fence around a government homestead. The Grand View is situated on the side of Sulphur Mountain alongside the spring proper and is connected with the railway station three miles distant by a well made carriage road which winds in a circuitous way through the woods to the hotel.

GRAND VIEW HOTEL, BANFF.

The call and trout-fishing on that pretty sheet of water, with its picturesque surroundings, and which, by the way, bears Satan's name; the exciting mountain-climbing expeditions; the hunting parties and canoeing trips are all enjoyed by the visitors at the Grand View who care for outside sports. Inside, an excellent billiard parlor, checkers, chess and other harmless games help to make social life agreeable. As a health resort the Grand View fills a place that could not be vacated. Situated as it is at the head of the spring, the water in all its purity pours continuously through its bath parlors, and the invalid, although being able to indulge in innocent amusement and meet a sufficient number of refined people to save from ennui, gets the proper rest and is not disturbed by the whir of railway trains or screeching steam whistles. And above all, the terms are so moderate that people of limited means may enjoy the benefits of the hotel, the spring and its surroundings as well as the purse-proud. The Grand View rates range from $10 to $12 per week, according to the location of room. Each guest is entitled to one hot bath each day free, and free 'bus connects with all trains. Then hard by on the mountain side is located another spring which is fast coming into public notice. It is said to have a beneficial effect upon the kidneys, and the water is already being shipped in large quantities to different parts of the province. This is known as the Kidney spring. Mr. A. D. Wright, proprietor of the Grand View, is a gentleman of wide business experience, possessed with the affability and courtesy so necessary in the hotel business.

Anthracite.

Closely associated with the history of the Canadian North-West will be the name "Anthracite." Situated in the charming valley of the Cascade Creek at an elevation of 5,000 feet above the level of the sea and surrounded by towering mountain peaks, few Alberta villages can present such a delightful display of panoramic scenery. With the exception of tourists who drive down from Banff Springs, or an occasional commercial traveler or shifting miner, few strangers visit Anthracite. Yet it is an intelligent community, with snug hotels, one of the finest managed and most complete general stores in the country and numerous cosy and attractive homes. But it is not because of its location within the limits of the National Park, nor on account of its interesting surroundings that Anthracite has become a household word in Western Canada during the past few years. It is the headquarters of The H. W. McNeill Company, Limited, whose operations have developed the rich coal deposits that have given the village its name.

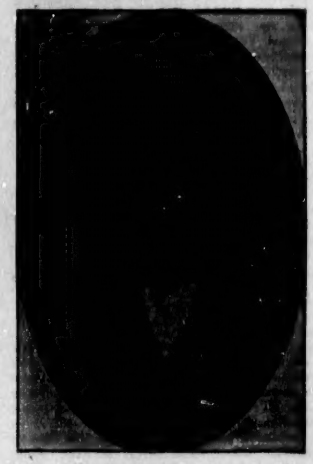
Shortly after my arrival in Anthracite I met Mr. McNeill. He is a well preserved gentleman now passing through the middle walks of life, yet active and buoyant and retaining the same business energy that has always characterized his life.

Three years ago the attention of this gentleman was called to the anthracite coal deposits at this point. After the most careful examination of the coal field it was concluded that there was an unlimited amount of this fuel "on deposit." After the most critical chemical tests he concluded it was a better fuel for the same money than was mined in Pennsylvania or anywhere else. Believing this, he and his associates put in their money and started out to educate the people of Manitoba and the Canadian North-West up to their knowledge. It has been "hard sledding," as the expression goes. People are slow to change, and still slower to believe that they have an article right under their noses which is better than they can send off into a foreign country and get.

The first year the total output from the mines amounted to 5,000 tons only. The second year the output reached 12,000 tons. The third year 22,000 tons, and this year the business outlook warrants the expectation of 36,000 tons.

The company has satisfied the Canadian Pacific Railway Company that they can't

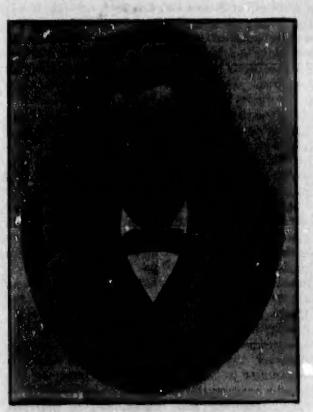
afford to buy a ton of Pennsylvania coal for their use from Lake Superior to the Pacific Ocean. It was no easy job either. To day every passenger train that runs is heated with McNeill's Canadian Anthracite coal. Every station house is heated with McNeill's Canadian Anthracite



H. W. McNEILL.

coal. This was a great victory. Then came the land slide last winter at Winnipeg, when the bottom went out of the American coal combine, and the people of Winnipeg bought their coal supply from home producers and kept nearly a quarter of a million dollars in the city which the year before had gone to Pennsylvania.

The present output of the mines, although small practically, takes all the business that belongs to hard coal in this country. The growth of the business has already established



W. F. LITTLE.

a population of nearly 1,000 people at Anthracite and Canmore, a town ten miles east, where the same company operate bituminous coal mines to supply the engines of the Canadian Pacific Railway.

These people are busily engaged in taking this coal out of the ground where it lies worthless and turning it into honest dollars. Everybody in the country is a little better off on account of it. Everything these people eat, and wear and drink comes to them from the same country in which their coal is sold. It is evident, as Mr. McNeill says, that so far it has been money out for his company. But if his opinion about the future and rapid growth of population in this country is correct, the time is not very far distant when the business will be large enough to pay back a handsome return upon the investment. He will then have the right to claim that he has fairly earned it and everybody will agree that he and his people have done their part towards creating the general prosperity which he so confidently expects.

The company's affairs are managed by the following list of general officers, whose portraits are published with this article. Mr. H. W. McNeill is president and manager, Mr. Will F. Little, an energetic young man and expert accountant of less than forty, attends to the duties of auditor and treasurer. Mr. W. P. Williams, general superintendent, a man of

W. P. WILLIAMS.

forty years, is a practical mining engineer, and gained his experience in his profession in Pennsylvania, where his father was a colliery manager.

The operations of this company have settled for the people beyond any question that in addition to all the other elements of wealth with which nature has so richly endowed Alberta, there is deposited in her own mountains in profusion coals of the highest quality, not only for steam, but for house use, and that these coals can be produced and marketed at reasonable prices even now when the small demand puts so low a limit on the possible tonnage of the mines.

East Kootenay.

A promising mining, lumbering and agricultural district—Glimpses along the Upper Columbia on the trip to Fort Steele—Description of the flourishing town of Golden.

A typical Western village this. Golden is perhaps the most observed by the C. P. R. travelers of all the Pacific province's mountain towns. If you are traveling west the porter or conductor tells you as you glide down the lower canyon of the Kicking Horse pass that in a short time you will be able to discern the beautiful and picturesque Selkirks. Emerging from the ravine a delightful panorama lies spread before you—the little village of Golden nestled in the valley through which flows the murky Columbia, with dense forests extending up the sides of the snow-capped Selkirks. If you are eastward bound the official tells you that here at Golden you must take your farewell view (for the trip) of the fair Selkirks and associate your observations with the equally impressive Rockies. So you are sure to see Golden. It is not a large town, in fact take away the lumber mill, the smelter, the three hotels, the hospital, the C.P.R. station, a few cosy residences and a couple of general stores and but little would be left to mark the village location. Yet the name "Golden" is being heralded east, west, north and south over the American continent as well as in foreign lands. There are reasons for this. Golden is the distributing point for the promising East Kootenay district, its navigable waterway, the Columbia and mother lakes, permitting of a splendid steamship connection with the C.P.R. here and the entire upper country.

ITS MINERAL RESOURCES.

In conversation with your correspondent the other day, relative to the mineral resources of East Kootenay, Mr. Samuel S. Fowler, an expert mining engineer, late of Chicago, but now of Golden, said: "Golden is the center of a very large and, although undeveloped, a very important mineral district. Its mineral resources are at present practically unknown. The prospecting which has so far been done has been in rather remote districts, and the transportation of ores from such points by means of pack trains has been a serious hindrance to the economical development of such claims as have been found. The present indications of the times, however, are such as to lead one to believe that the rich mineral wealth of the upper Columbia cannot remain much longer undeveloped."

This favored valley, which is about three hundred miles long and from eight to ten miles of an average width, is one of the prettiest and most favored in the province, having, besides its promising mines, good grass and soil, a fine climate, excellent waterways and an easy surface for road-making. In many portions irrigation will be found necessary for the successful carrying on of agricultural pursuits. Ranching is also found profitable and is being carried on extensively by Captain Gordon and others, near the head water of the Columbia.

The steamboat service between Golden and Fort Steele, two hundred miles distant is, carried on by the Upper Columbia Navigation and Tramway Company, of which Captain Francis P. Armstrong of Golden is manager. Captain Armstrong's name is inseparably connected with the early history of East Kootenay. In 1880 he came through from Winnipeg on the C. P. R. locating staff. For a time he engaged in the arduous duty of carrying the C.P.R. mails between Golden and Fort Steele, the country at that time being comparatively unknown. During the winter months this long journey was beset with many hardships, a dog train being used to draw the toboggans, while in the summer time communication could be had only with row boats. The first steamboat was built for this route in 1885. Now the company owns three staunch little steamers—the Duchess, the Gwendoline and Hyak. Captain Armstrong has faith in East Kootenay; he is an encyclopedia of knowledge concerning the country, and in his hale hearty way entertains the tourists and prospectors who visit this highly favored portion of the Pacific province.

ALONG THE COLUMBIA.

The mother lakes of the Columbia are located about half-way between Golden and Fort

Steele at an elevation of two thousand eight hundred and fifty feet above the level of the sea.

From these lakes the Columbia flows north and the Kootenay river south. Sailing with Captain Armstrong from Golden one passes up the Columbia river hundred miles to the head of navigation, then five miles over a tram-way to Columbia Lake, where another of the company's steamers is taken. After crossing the lake a two mile canal leads to the Kootenay and the balance of the trip to Fort Steele is made briskly.

Leaving Golden the first mineral district of importance reached is Carbonate, where gold and silver are found in abundance. At Jubilee, Spillimacheen and Galena, copper and silver are being successfully mined. At Toby Creek, ninety miles up the river, there are rich gold finds. Near Fort Steele is the celebrated North Star silver and lead mine, and at Wild Horse Creek, near Fort Steele, gold has been taken for thirty-five years in immense quantities. Only five miles from Golden, at Canyon Creek, placer gold mining is being carried on, and the introduction of hydraulic machinery at this point will doubtless work a change for the better. There are hundreds of undeveloped, yet rich claims, along the Upper Columbia.

SPEAKING OF GOLDEN,

mention of its hospital should not be omitted. This well equipped institution is under the supervision of Dr. J. N. Taylor, a promising young physician who is a McGill graduate. It is prettily situated on the bank of Kicking Horse Creek and has accommodation for twelve patients and is fulfilling its humane mission. One of Golden's most energetic business men is Mr. Mike Carlin, general merchant and manager of the Golden Lumber Co., another hustler being Mr. C. A. Warren, who is local postmaster for East Kootenay. Like most Western towns Golden possesses a newspaper, through the medium of which Mr. D. M. Rae, the editor, is endeavoring to mould public opinion and to place Golden's many advantages before the reading public. Mr. Rae is popular socially and his efforts in behalf of the village are evidently appreciated by the people of Golden and the vicinity. Golden also possesses three hotels which compare favorably with those of very much larger towns.

AMONG THE LUMBERMEN.

The illustration of camp life near Golden in this issue is a faithful reproduction of the scene as witnessed by your correspondent. The picture shows the lumber camps owned and operated by Messrs. Murphy & Pogue, two of the most enterprising young lumbermen in the province. Their operations are carried on in the big timber limit owned by the Golden Lumber Co. In many of the eastern lumber districts the work is confined chiefly to the winter season, but on the Columbia every working day of the year counts. In the summer season the logs are hauled on a "sleep," which is built similar to the front part of a set of "down-east" bob-sleighs with wooden shoes. On the banks of the river or small lakes which connect, the logs are rolled into shoots built of logs and are carried with the speed of lightning to the water below, where they dive and shoot like demons. It is a picturesque sight, while floating down the center of the stream, to gaze at these shoots, the logs dashing down with the roar of thunder, and watch the mad convulsions of the water.

THE NOON-DAY REST.

Scene in the Lumber Woods near Golden, B. C., Messrs Murphy & Pogue's Camp.

Some of these shoots are a quarter of a mile long. The timber here, fir and spruce, is of an excellent quality and is driven down the river to Golden, the firm having extensive contracts with the Golden Lumber Co. This firm has one of the best outfits in British Columbia, and although young has a bright future in view. Mr. Edward Murphy of the firm is a son of Edward Murphy, a well known Toronto contractor, and is only twenty-four years old. He is an undergraduate of Toronto University, and while at that institution took a deep interest in sport, being at one time an active member of the 'Varsity baseball nine. At the age of eighteen he began lumbering operations in connection with his father in the Province of New Brunswick, following it successfully in that part of the country until a year ago, when he became a member of this firm and cast his fortune with the West. Mr. Murphy is one of the best known young men in Toronto, and his many friends, besides being glad to learn of his success, will be pleased to see his familiar face, the reproduction of which appears in the foreground of the lumbering scene in this issue. Mr. James Pogue, the other member of the firm, like Mr. Murphy, is a young man. He is a native of Warkwith, Northumberland County, Ontario. When a mere boy in 1882 he came to Winnipeg, and for six years followed lumbering and railroading. In 1888 he came to British Columbia, and followed lumbering in the Crow's Nest Pass country. For some time previous to his recent partnership he acted in the capacity of foreman for Messrs. Carlin & Lake. Mr. Pogue is a pleasant gentleman to meet, and is said to be one of the best judges of lumber in the province.

Gateway to Wealth.

Revelstoke the Supply Point for West Kootenay—A Thriving Town on the Columbia River.

The Metropolis of a Fabulously Rich Mining District—Gold and Silver in Abundance—Pen Picture of a Wide Awake Western Town.

The name of Revelstoke is already well known throughout the mining world as being the supply point of the famous West Kootenay mineral country. The history of Revelstoke though but brief has been replete with stirring incidents. This town, like many others in British Columbia, had its inception in the famous construction period of 1884, when, owing to its water privileges, it was made a supply point, construction being carried forward both east and west. The town was first called Farwell, that being the name of its locator. The name was afterwards changed to Revelstoke in honor of Lord Revelstoke, head of the famous banking house of Baring Bros., London, Eng., which firm loaned the money for the construction of the mountain section of the Pacific division of the C. P. R., sometimes called the "Onderdonk section," Mr. Onderdonk being the contractor for this division.

The town is situated on the Columbia river between the Selkirks and Gold Range, and attains its prominence as being the only Canadian entrance to the West Kootenay mining districts of Slocan and Lardeau, and the direct gateway to the Big Bend gold fields. The Revelstoke of to-day presents a striking contrast to the Farwell of the early eighties. From being little more than a depot of supplies for railroad construction and a ferry point across the Columbia river, it has grown to be a thriving community with every prospect of being a great commercial center in the not far distant future.

The geographical location of the town, situated as it is at the head of navigation on the Columbia river, and being on the main line of the C. P. R., of necessity renders tributary to it the rich mining districts, both of the north and south. As yet comparatively little is really known of the enormous stores of the mineral wealth of West Kootenay. Though many rich discoveries have been made, it may be truthfully said that the district has as yet been scarcely prospected. As Assayer A. H. Holdich of Revelstoke puts it, "The surface has merely been scratched, and that only in places." Mr. Holdich, who, by the way, is a graduate of the School of Mines, and who has had a long experience in his profession in London, Swansea and Wigan, and is therefore thoroughly competent in speaking to your correspondent of the mineral wealth of this district, said: "There has already been discovered, within a radius of fifty miles of this place, almost every known mineral, including gold, silver, lead, copper, iron, arsenic, antimony, bismuth, platinum, asbestos and mica." As yet, nickel has only been discovered in

small quantities, but Mr. Holdich feels confident that it will be found in paying quantities.

West Kootenay, which is divided into two ridings for provincial purposes, extends from Canoe river on the north to the International boundary on the south, a distance of about three hundred miles. The famous Big Bend gold fields are situated in the northern part of the district, entrance to which is obtained by means of a good Government trail leading from Revelstoke. The Big Bend has long been known as a gold-producing country, it being there that the world-renowned "Cariboo" Cameron made some of his famous strikes. In the early days of '65 and '66 several million dollars' worth of gold nuggets were taken from Big Bend. More than a score of years have elapsed since then and again interest has been revived in this Eldorado of the placer mines.

Recently two mines on French Creek, one employing two men and the other three, have been producing $100 a day each. There are mines on both McCullough and Smith Creek's in the course of development, from which some splendid specimens of the yellow metal have already been obtained. The Illecillewaet mining camps are picturesquely located on the river of the same name, twenty-eight miles east of Revelstoke. Some of the very finest copper ore known is already being shipped from these mines to English smelters. On Fish Creek, which empties into the northeast arm of Anon lake, a few miles to the south of Revelstoke, are several silver-lead mines which are owned by Eastern capitalists.

Thomson's Landing, Trout Lake City and Lardeau City are all located in the rich Lardeau mining district, which is within an easy distance of Revelstoke. Many rich claims, both of gold and silver, have been staked in the Lardeau, notably that of the Silver Cup mine, ore from which assays over one thousand ounces to the ton. Trout Lake City is located in the heart of this rich mining locality, and has promises of a bright future. This also may be said of Evansport, Nakusp and Trout Creek, three more of the many important mineral centers tributary to Revelstoke. Nakusp being the terminus of the Nakusp and Slocan Railway, ranching is successfully carried on in some of the neighboring valleys. The climate of Revelstoke is healthy, it being only fourteen hundred feet above the sea level. Its mildness is wonderfully beneficial to persons with a tendency to consumption or other lung complaints. There is an extensive tract of level land on the east side of the Columbia at this point, on which could be found ample room to build a city equal to New York in size. Most of this land is rich black loam, and flowers, fruits and vegetables can be grown in profusion without the use of fertilizers, while wild fruits and flowers abound on the hillsides. Hyacinths, verbenas, petunias and other flowers which are grown indoors further east flourish here in the open air. Small fruits, such as blueberries and raspberries are very plentiful.

Revelstoke, although comparatively young in years, has most of the advantages possessed by Eastern communities of much larger size and longer standing. It boasts of three churches—Roman Catholic, Presbyterian, and Methodist, the latter two having attached to them branches of the Epworth League, Christian Endeavor and Ladies' Aid Societies, and the adherents of the Anglican Church are contemplating the erection of a place of worship. There is also a very fine school building centrally located, in which there are graded classes.

The town possesses half a dozen general stores which are conducted by energetic, pushing business men who drive trade as only Western merchants know how. There are also seven hotels which compare more than favorably with hostelries in like sized towns in the East. The Revelstoke Lumber Company, of which Mr. Daniel Robinson is manager, does a large business at this place, turning out about three million feet of manufactured lumber. The mill contains a rotary plant and produces shingles, laths and dressed lumber, cedar for finishing purposes being a specialty.

The firm has extensive timber limits and annually ships large quantities of their manufactured product to the prairie towns of Manitoba and North-West Territories. There are also two breweries in the town, which cater to a wide-spread trade. The town is amply protected against the fire fiend, having recently purchased a fine chemical engine in Toronto, which is manned by an efficient volunteer brigade.

Revelstoke has recently been made a customs port of entry, Mr. T. Livingstone Haig being the officer appointed for the town and district. Mr. W. Cowan has lately erected a very large bonded warehouse and is doing a good business, Mr. J. D. Graham being collector of inland revenue. Revelstoke also has a first-class telephone system, connecting all the stores, hotels, station and leading private residences. In the immediate vicinity there are several fine water privileges which can be utilized advantageously in the generation of electricity for lighting and motive power, and the question of lighting the town with electricity is being favorably discussed by the citizens and urged by the local press. The water question, too, is a live one, and as access to pure mountain streams can be had at a trifling cost, there is no doubt that a good water plant will be one of the early town improvements.

A smelter was erected here at a cost of $75,000, and completed in 1891. It was built of lime-made brick, and its machinery imported from Denver, Colorado. It is a good smelter and its owners expect that it will be kept very busy in the future.

There is no dearth of amusement in this section. The sportsman with his gun may have a shot at large game in season, black, cinnamon, silver tip and grizzly bears, caribou deer, mountain goat and sheep, mountain wolves, and the smaller fur-bearing animals being plentiful in the vicinity, while the numerous streams hereabouts are well stocked with gamey fish, notably trout. Those fond of amusement less exciting than the chase find diversion in the splendid game of tennis, of which the town possesses two clubs, as well as other outdoor sports, while in winter tobogganing, snow-shoeing and dancing are indulged in, there being two quadrille clubs and two large public halls in the village. The fraternal societies are well represented, there being Masonic, Oddfellow, and Canadian Order of Foresters lodges. The post-office handles a large amount of mail matter, besides doing a money order and savings bank business, it being a distributing point for the down-river country. It is efficiently conducted by T. B. Wells, postmaster, and W. G. Paxton, his trusted deputy.

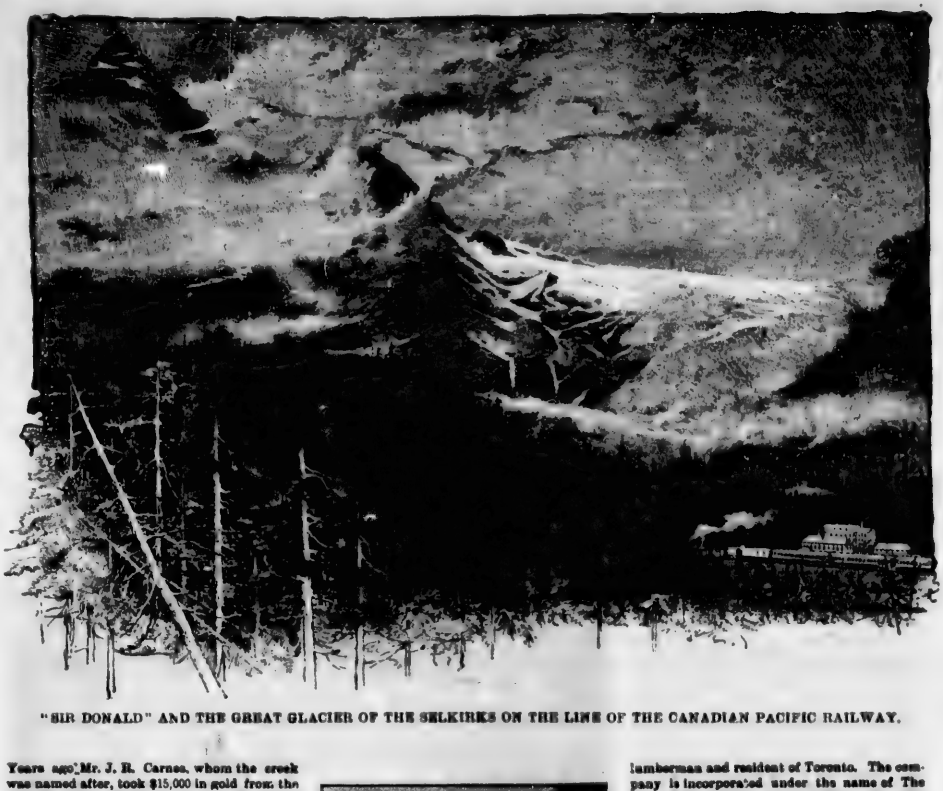
Not the least of Revelstoke's many advantages is the fact of its having in the Kootenay *Mail* one of the best papers in the interior, a weekly newspaper which has an established reputation for the reliability of its mining news, of which it makes a specialty, although not forgetting to give its patrons a liberal amount of local, provincial, and general news matter. The entire paper is a production of their own office. The paper is owned by a company of local business men and is ably conducted by Mr. R. W. Northey, who is manager and editor. Revelstoke being a railway divisional point on the C. P. R. and the terminus of the Revelstoke and Arrow Lake Railway, besides having communication by water down the Columbia to the boundary line, is well supplied with traveling accommodation east, west, north and south. Revelstoke has a bright destiny in store, as its important situation and splendid natural advantages are sure to make it the leading town in the interior of the province. Hitherto its progress has been impeded owing to litigation as to patent, which has been pending for some eight years between its original locator and the Dominion Government, but as the dispute has at last reached the highest court of appeal, the Privy Council of England, a settlement will be effected before the new year, when the town is bound to go ahead.

SCENE AT REVELSTOKE, B. C.
Pack Train Leaving for the Big Bend Gold Mining Camps.

Gold! Gold! Gold!

A Promising Placer Claim in the Big Bend Country.

There is a placer claim up in the Big Bend country, twenty-eight miles north of Revelstoke, that is attracting more than ordinary attention now. It is located on Carnes creek, beginning at a canyon one-half mile from the Columbia and extending two and a half miles up the creek.



"SIR DONALD" AND THE GREAT GLACIER OF THE SELKIRKS ON THE LINE OF THE CANADIAN PACIFIC RAILWAY.

Years ago Mr. J. R. Carnes, whom the creek was named after, took $15,000 in gold from the vicinity of the first canyon in a short period of time. During the early boom days in British Columbia mining, this creek was known to several miners who washed a great deal of the yellow metal from the surface ground. Still, much of the surface ground has never yet been disturbed. Last spring a wing dam was placed in the creek for the purpose of drying up a lot of good ground, but the big freshet which did so much damage in the province got the work in here as well as other places, and swept the dam down into the Columbia. The company has already made a move toward opening the lower deep ground just above the first canyon by wing dam and tunnel, and the tunnel would have been completed had not the high water swept out the wing dam. If the coming winter proves an open one, the shallow ground will be worked under Mr. Terryberry's personal supervision. Four years ago Mr. Terryberry had a flume in the first canyon and was getting twelve dollars per day per man, when, like last spring, it was swept out. Mr. Terryberry has unlimited faith in the future of the claim which he has watched so closely for years, and there seems to be no doubt but that there is a vast amount of wealth in it. Everywhere along the creek where tests have been made gold is found in paying quantities on the bed rock. All the shallow ground can be made to pay handsomely with small capital, but there is a large amount of deep ground where hydraulic mining, or by shaft, must be introduced. This large placer claim is owned by five men, four of whom live in Revelstoke, the other, the president of the company, being Mr. Fred Robinson, a

CAPT. FRANCIS F. ARMSTRONG,
Pioneer Navigator of the Upper Columbia.

lumberman and resident of Toronto. The company is incorporated under the name of The Revelstoke and Carnes Creek Mining Co. The local shareholders in the company are: Mr. Daniel Robinson of the Revelstoke Lumber Co.; Mr. Morgan David, secretary of the Revelstoke Lumber Co.; Mr. George Terryberry, a blacksmith and prospector; and Robert Howson, a furniture dealer. Of these the officers are: George Terryberry, manager; Robert Howson, treasurer; and Morgan David, secretary. There remains no doubt as to the presence of gold in immensely paying quantities on the bed rock of this entire claim, and capital sufficient to put in wing dams and flumes for the low ground and to introduce hydraulic machinery for the deep ground would, beyond a doubt, be able to reap a rich harvest. But the members of this company being all business men have felt the present financial depression keenly, and are not able to go ahead in a way fitting to their fine placer claim. If the necessary capital can be secured they propose to enlarge the company and put in flumes in the different canyons in their two-and-a-half-mile limit, as well as hydraulic machinery and shafts on the deep ground. The secretary of the company solicits correspondence from those who are looking forward to good investments, and invites personal inspection of the property which, if experts are to be relied upon, must be one of the best placer claims in the Big Bend country. On Carnes creek, just above this claim, another company is engaged in putting in the water wheels and pumps into a shaft for the purpose of working deep ground. This claim is the nearest to the town of Revelstoke, being within a day's journey of the town. This spring the

Government have built a first-class trail from Revelstoke to the creek, which facilitates the conveyance of provisions, etc., considerably to the old-time trail. The cost of freighting is small. Pack trains leave for the Bend generally twice a week.

Trout Lake City.

A Town That Will Boom in the Lardeau District. A Mention of Mines and Miners.

One of the most promising mining towns in West Kootenay is Trout Lake City, situated in the Lardeau district, twelve miles east of Arrow lake. Trout Lake City is reached by taking the boat from Revelstoke to Thompson's Landing, on the northeast arm of Arrow lake. It is twelve miles from Thompson's Landing to this progressive mining center. In the past the only means of traffic from the Landing was by pack train over a rough and heavy trail, but the Government has now nearly completed one of the best roads in the province, and in the future the journey will be a comparatively easy one and the trip will be made from Revelstoke in a single day. The drive afforded by this road will be one of the most picturesque in the country, following as it does the bank of a turbulent stream which passes through deep dark canyons and dashes over rocky precipices. It is the wildest of mountain scenery along this new highway, such as delights the tourist, and it may be added that this stream and the small lakes it passes through are fairly alive with trout weighing from one half to twelve pounds each. The mountains through this section abound with caribou, bear, mountain goats, and other small game, and the feathered tribes are also well represented. This part of the province is truly a sportsman's paradise.

Trout Lake City contains two hotels, two general stores, numerous other buildings, and saw mill machinery is now *en route*.

It is located in the very heart of the Lardeau mining district, rich in gold and silver, several of the wealthiest and most promising mining claims being located in the immediate vicinity. A man who has done much for the development of the city is Mr. Tom M. Hamilton, proprietor of the Queen's Hotel. Mr. Hamilton has been in the country since 1870, and few men have a better knowledge of its immense resources.

Among the Miners.

A gentleman who has faith in this district and one who is doing much to develop it, is Mr. Andrew J. Murphy, an enterprising young American, who has good judgment to back his capital. Mr. Murphy, who for a long time carried on mining operations in Montana, came north three years ago. He has associated with him in some of his enterprises, notably the Black Prince silver mine near this city, two well known capitalists, Messrs. A. E. Humphrey of Duluth, Minn., and Captain Moore of the same city. The Black Prince is a well defined lead already located several miles, the ore of which runs four hundred and eighty ounces to the ton. A tunnel is now nearly completed which will tap the ore at about one hundred and twenty-five feet from the surface. The Black Prince yields the highest grade ore of any claim in the country, this being attributed to the strange formation in which it lies. It is a sort of a marble lime formation so white that in the tunnel which runs through it the use of a light is seldom found necessary. It would take more than $60,000 to capture the Black Prince today. The Alice Murphy adjoining the Black Prince, and on the same lead, gives much promise and is owned by Mr. Murphy himself. Mr. Murphy and his co-operators have interests including the St. Alamo mine, in the Slocan country, and own valuable claims throughout the Slocan and Lardeau sections. Speaking of mining, Mr. Murphy said: "The resources of this part of British Columbia are wonderful. The Slocan and Lardeau countries taken together comprise the greatest silver district I was ever in."

MORE GOOD CLAIMS.

A man well known in this section of the province is Mr. Thomas Downes, formerly of Newmarket, Ontario, about twenty-five miles from Toronto. Mr. Downes came to Manitoba in 1882, and moved back as far as Rat Portage, where he spent two years before coming to the mountains. Since that time he has followed prospecting continuously, and is now interested in some fine claims near this city, but Revelstoke is Mr. Downes' headquarters. Associated with Mr. Downes are Mr. P. M. Walker, originally from near Hamilton, Ont., and Mr. Charles Holden of St. Paul, both practical miners of many years' experience. Among the good claims owned by these gentlemen are the Great Northern, the Lardeau Chief, and the True Fisher, all in a group about six and a half miles from the city up Lardeau Creek.

The famous Silver Cup mine is also the property of this syndicate. The product of this mine assays about $250 per ton, and the other claims, although not up to this standard, are not far behind. Following is the report of Mr. A. H. Holdich, analytical chemist and assayer on the Silver Cup ore:

No. 1.—Iron and galena, silver 187 oz. per ton; gold, $6 per ton.

No. 2.—Gray copper and galena, silver 437 oz. per ton; gold, $11 60 per ton.

No. 3.—Black sulphid, silver 350 oz. per ton; gold, $11.60 per ton.

No. 4.—Steel galena, silver 344 oz. per ton; gold, $10.40 per ton.

The other claims are nearly as high grade. A wagon road is now being built to these mines, and the enterprising owners will be hauling away the ore this winter.

This is a splendid locality for prospectors or investors who wish to take advantage of the present depression in time.

PROSPEROUS AND PROGRESSIVE

One of the wide-awake firms of Revelstoke, B. C., is that of Messrs. C. B. Hume & Co., general merchants and dealers in miners' supplies and prospectors' outfits. The main store is located at Revelstoke station, a few rods below the C. P. R. depot, while branch stores are being operated at Trout Lake City and at Thompson's Landing. The firm carries on a smart business with the small towns of the West Kootenay district, both retail and wholesale, and its volume is constantly increasing. Last year the business of the firm amounted to $50,000, and this year it promises to considerably exceed last year's. The advantages of such a firm are appreciated in a sparsely settled country, as those living at a distance can have orders filled, embracing everything needed in the household as well as all mechanical appliances peculiar to the needs of the country. The members of the firm are: Messrs. C. B. Hume, Charles Lindmark and A. N. Smith, all energetic but careful business men. Mr. Smith is a resident of Revelstoke, but does not take an active part in the company's business, being at present in the employ of the C. P. R. Mr. Lindmark, a native of Sweden, came to this country when young and has been very successful. He has a wide acquaintance in the mountain districts, is a great worker and takes a keen interest in the company's affairs. Mr. C. B. Hume is a native of Florenceville, a pretty little village on the St. John's River, Carleton Co., N. B., where his father for many years was one of the leading merchants. When Mr. Hume first came to Revelstoke five years ago he entered the employ of Mr. J. Fred Hume and gradually worked his way up the ladder of success. Now, besides being engaged in commercial business he is extensively interested in the mineral development of the country. Just now Mr. Hume is one of the foremost in pushing the Big Bend country's rich gold fields to the attention of the outside world. Mr. Hume's career is a good example of what an energetic young man can accomplish in British Columbia.

Mr. R. M. Hume, a younger brother of Mr. C. B. Hume, has lately come to the country and is now assisting in the store, but intends to locate in the Big Bend mining regions.

The members of this enterprising firm have unlimited faith in the future of Revelstoke and the Kootenay country in general.

IN THE DRY GOODS DEPARTMENT.
Glimpse at the Interior of Bourne Bros'. General Store, Revelstoke.

A Splendid Store.

The accompanying illustration is produced from a snap shot at the dry goods department

in Messrs. Bourne Bros.' general store, Revelstoke Station, B.C. The *personnel* of the firm is Henry J. Bourne and Frank H. Bourne. These two gentlemen came from England originally, but for a long time have been associated with the interests of British Columbia. In the year 1888 they started business on a small scale opposite the railway track from their present location. Their increase of business since has been steady but not inflated, which attests to honorable trade methods. Last year the firm's business amounted to considerably more than $100,000, which must be considered an excellent showing for a sparsely settled community. The firm has two branch stores, one at New Denver and one at Nakusp, and an increasing wholesale business is being established in the adjacent small towns. All kinds of general merchandise and miners' requisites are handled by the firm. In fact, it would be quite impossible to mention anything which Bourne Bros. could not furnish at short notice. Mr. Henry J. Bourne looks after the main store at Revelstoke, and performs the duties of postmaster at Revelstoke station, while his brother and partner, Frank H., has charge of the branch stores at New Denver and Nakusp and looks after the company's mining interests, which are quite extensive in the rich Slocan and Lardeau districts. Bourne Bros.' main store at Revelstoke is located in close proximity to the C. P. R. station. It is 30x110 feet and two stories high, while their adjoining warehouse is 25x60. The Bourne Bros. are both young men and few firms in British Columbia have ever been more successful in business.

To mention Donald, B.C., the well known railway divisional point in the Rockies, without the name of the genial boniface, Mr. George Sutherland, proprietor of the Cobweb, would be like building a bridge and leaving a plank out in the middle. Mr. Sutherland was born in Glenallan, county Wellington, Ontario his father, Donald Sutherland, being one of the best known hotel proprietors in that part of the province. Twelve years ago the young man, for he is now less than forty, came west and cast his fortunes with the Pacific Province. After two years' rambling he settled in Donald. That was ten years ago, and since that time he has followed the fortunes of this lively Western town. The fire fiend consumed his hotel enterprise about a year ago, but the irrepressible landlord was not to be discouraged, and soon moved into the Cobweb, which is located on the principal street, facing the Columbia river.

To Mr. Sutherland is due the honor of landing the first boat-load of supplies ever placed in the town. He is a pioneer, a jovial, free-hearted landlord, and few hotel men in the province are as well known to the public. The cut in these columns, reproduced by SATURDAY NIGHT from a recent photograph, is a faithful picture of this hustling Westerner. When visiting Donald have a lunch at the Cobweb, or, if not hungry, try a bottle of Blackwood's ginger ale.

Along the Columbia.

The Columbia, with its lake connections, forms one of the Pacific Province's principal inland waterways and drains the greater portion of the East and West Kootenay districts. It has its source in Upper Columbia lake, from where it is connected by a short canal with the Kootenay, which, after meandering over a most circuitous route, joins its larger sister about forty miles from the international boundary line. From its rise in the lake bearing its own name, the Columbia flows in a north-westerly direction, being navigable to Golden on the main line of the C. P. R., at which point it is joined by the Kicking Horse, which dashes down through rocky canyons from the big divide. From Golden the Columbia continues about sixty miles in the same direction, then turning abruptly it takes a southerly course, crossing the international boundary nearly two hundred and seventy-five miles distant. This sudden change in the river's course with the main line of the C. P. R. from Donald to Revelstoke, a distant of sixty-seven miles, encloses a triangular section of land known now as the Big Bend country, now becoming famous through its sensational developments in placer mining, mention of which is made elsewhere in this edition. It is a delightful trip from Revelstoke down the Columbia, through the rich West Kootenay district to the land of Uncle Sam—delightful in more ways than one, for not only is the scenery more picturesque than along any other navigable river in the North-West, and the steamboat service of a high order, but the passenger tourist or prospector is given the opportunity of a glimpse at typical Western mining life, such as is seldom afforded, and a chance to judge for himself as to the great undeveloped resources of this interesting portion of the Pacific Province. Let us undertake the journey.

Leaving our Revelstoke hotel, with its atmosphere of gold-mining gossip, we pass down through the village to the wharf close by the smelter and go aboard in the evening, for the Lytton sails at 4 a.m. on Tuesdays and Fridays. Arising early we saunter out on deck and get our first impression of steamboating on the Columbia. The Lytton is already several miles from Revelstoke, the big stern wheel and substantial engines rushing her along at a twelve-knot gait. The heavily timbered shores with the white-tipped Selkirks rising in the background and frowning down upon the swift flowing river, make the scene impressive as, and presents a striking contrast to our recollections of boating on sluggish prairie streams. A breakfast palatable and well served, with the king of North-West stewards, the affable and courtly Ben Tomkins, as host, and we are again on deck and shortly are presented to the officers of the boat, a well disciplined but jovial and hearty lot. Captain Gore, formerly of Portland, Oregon, has a twinkle in his eye such as only a skipper can have, and his boat to him is human, while the river and lake channels are but a beaten path. The same may be said of Captain Nesbitt, the trusted pilot. Chief Engineer Hathley's countenance shows experience and ability, and the mates are smart, intelligent-appearing men, so we feel we are in good hands and settle down for a pleasant trip. Last, but not least in the way of introduction, we meet Mr. James Anderson, a brisk young business man and general favorite among the crew of the Lytton as well as the traveling public. Mr. Anderson, who came from Scotland three years ago, has had a wide range of experience in traveling, yet he declares he knows of no scenery abroad which can compare with that along the Columbia river and Arrow lakes. Mr. Anderson's duties are arduous during the rush of travel in the summer months, yet he always finds time and seemingly takes pleasure in pointing out

ROSS PEAK GLACIER, ON THE LINE OF THE CANADIAN PACIFIC RAILWAY.

to tourists and other passengers the sights of interest along the route. A highly commendable feature of the management of the Columbia boats is that gambling as it used to be conducted in the early days of Mississippi steamboating is strictly forbidden, and the refreshment parlors are carefully handled, no drunkenness being allowed on board. Mr. W. Jones, who owns a large ranch on Kettle river in the Yale district, represents the Canadian Government on board the Lytton in the capacity of customs officer. Traveling on the Lytton is very agreeable. Not far from Revelstoke, Mt. Biglie Glacier presents a glorious sight on clear days, and throughout the entire journey the Selkirks line each side of river and lake.

Ten miles before entering Upper Arrow Lake, a lovely sheet of water, a stop is made at the hot springs owned by Captain Sanderson, one of the province's best known pioneers. Captain Sanderson has just erected a commodious and well appointed hotel, which has been leased by the well known hotel man, Mr. Bruce Craddock. It is said that the water from these springs maintains a temperature of one hundred and twenty-five degrees farenheit and has many curative powers.

The house sits all alone on a mountain side several hundred feet about the level of the lake, and looks lonely at present, surrounded as it is by deep forest with only the lake front to break the monotony, but the manager expects that many changes will be wrought ere long in the surroundings. A flutter of handkerchiefs from the guests who look down from the balconies, and the Lytton proceeds to Nakusp, a mining town and lake port for the rich mineral section known as the Slocan country. Nakusp has a bold front on which are ranged three good-sized hotels, while down on the shore a busy saw mill sings continuously. Nakusp also has a railway extending to New Denver, a bustling mining town nearly forty miles distant. Large numbers of beef cattle are unloaded here for the mining towns, and the passengers have a few minute's rare enjoyment watching the unique way of unloading the beeves. Before getting to the regular wharf the steamer backs up in deep water a hundred yards or so from the shore and the deck hands rush the cattle from the lower deck off the shore side of the boat. One great ox leaps, and before coming to the surface perhaps three or four of his fellow victims are on his back, piled criss-cross in every way imaginable. Then they roll over, plunge madly, and, coming to the surface, spout like whales, and snorting furiously swim to the shore, from where they are rushed to their corrals before having time to cough up the water.

Reaching the lower end of upper Arrow Lake the steamer passes through a narrows, where a body of swift water connects the upper and lower lakes. This portion of the sail pleases the passengers and taxes the energies of the boat's crew, although the run cannot be said to be in the least dangerous.

After entering Lower Arrow Lake we have a forty mile sail before reaching Robson, from which point the Columbia and Kootenay Railway runs to Nelson, a well located mining town twenty-eight miles distant, and connects there with Balfour, Pilot Bay, Ainsworth and Kaslo, all smart mining towns with good futures in sight. About sixteen miles on the lake shore this side of Robson, tourists are treated to a remarkable sight, a natural park green with verdure and covered here and there with clumps of huge trees. It is called Deer Park and the little beauty spot contrasts prettily with its rugged surroundings. The park abounds with deer and is said to be an excellent hunting-ground.

Just above the park, about twenty miles from Robson, a natural bridge has recently been discovered. Passengers observe it as a dark patch on the rocks some fifteen hundred feet from the shore. In fact it looks like the entrance to a cave and is believed to be such by its discoverer, James Hays. This is what Mr. Hays says of his discovery: "I made my way across the brush-covered space toward the dark spot, which grew ominously in size and finally resolved itself into a gigantic cyclopean arch of perfect form and extraordinary dimensions. It is composed of gray granite allied to syenite, the piers of each side rising to a height of twenty feet. The arch rises in the center to a height of ninety feet, and the distance from pier to pier is two hundred and sixty-four feet. The form of the arch is that of a rainbow." It is thought this structure will prove to be one of the most celebrated natural bridges in the world, as the surroundings for picturesqueness are unequaled. From Robson it is about thirty-five miles to the American boundary line, and as the water is swift all the way and game very plentiful along the shores, the balance of the trip is a rare treat for travelers.

Now we must come back to Robson and run up to Nelson. The Columbia and Kootenay is one of the enterprising little branches of the C. P. R., and runs through the valley of the

MR. GEORGE SUTHERLAND.

Kootenay, which river empties just below into the Columbia. This part of the Kootenay is not navigable, and is noted for its cataracts and trout-fishing pools. The scenery along this twenty-eight mile road is unparalleled in British Columbia, and as a sportsman's retreat it is all that could be asked, wished or prayed for. Mr. Frank Fletcher, Land Commissioner for this road, resides at Nelson, as does Mr. James Anderson, the traveling freight agent. Both of these gentlemen are active workers in their company's interests. Mr. Fletcher has recently issued a fine map showing up the company's real estate interests and the general mineral resources of East and West Kootenay.

Mr. John Hamilton, a wide-awake railroad man, is the local agent for the road at Nelson.

Nelson is pleasantly situated on the west arm of Kootenay Lake, and is one of the tidiest little towns in the interior. It is a banking and business metropolis for a large section of country and bids fair to assume considerable rank as a mining center. Good schools, excellent drainage, a well operated electric plant, first-class hotels, well laid streets, substantial church edifices, two aggressive newspapers ever active in mining interests and the general welfare of the community, and an energetic social class of business men, unite in making this village a desirable place for those who delight in having a home in a promising town with quiet and beautiful surroundings. The building of the Crow's Nest Pass road would doubtless be very beneficial to Nelson. Mention of the Silver King and mining prospects of this section are made elsewhere.

Around Slocan Lake.

For many years the Rocky Mountains and the smaller ranges to the west have been the chief source from which the world has supplied itself with precious metals. In the past, however, the mining industry has been most actively pursued in the United States. All the way from Mexico to the borders of British Columbia great mining camps have sprung up, and places which would have been set down as barren wildernesses by a man bred on the prairies have seen more fortunes made and lost in a year than a man of the prairies ever heard of in his life. Of late, however, the prospectors of the States have begun to wander beyond their own country in search of ore. They found that the mountain States were thoroughly prospected, while just on the other side of the line was a vast Canadian province, larger than California, Oregon and Washington combined, and containing 1,000 miles of country exactly similar to that which had been so prolific in the United States.

A few years ago prospectors began to come into Kootenay, which is just on the Canadian side of the boundary. After making a few locations of minor importance they struck the Silver King at Nelson, one of the very largest and richest producers of silver and copper that the world has ever seen. For some years, however, no further locations of the first importance were made, and the impatient prospector was beginning to quit Kootenay again as a one-mine country.

In the fall of 1891 this spirit of depression was suddenly turned into a spirit of the wildest enthusiasm by the discovery of the Slocan district about seventy miles north of Nelson. Several strikes of rich galena (a combination of silver and lead) were made, and prospectors began to pour in. Strike after strike was made. The ore was not only unparalleled in richness, but inexhaustible in quantity. Since then the Slocan has been the paradise of the prospector in North America, and at present six hundred and eighty-four mining claims are held in the district.

On one point all were agreed. There might be some doubt as to the depth of the mines, but no one had ever before seen such surface showings. The only question was, what was there beneath? Would the mines "pinch out" when worked, or would they stand the test of excavation right into the bowels of the earth? That question is now answered. Within the last year a great deal of development work has been done, and in each case the results have been entirely satisfactory. Every week a great strike is made in one or other of the mines. The latest strike, a few days ago, was in the Idaho No. 1, where a ledge of solid galena fifteen feet wide was exposed to the light of day. In the Slocan Star tunnels have been run to a depth of many hundreds of feet, and each tunnel has "struck it richer" than the one before. Not less than twelve mines are being thoroughly developed at the present time, and it would be hard to count the number on which from four to six men are working.

Let it be noted, however, that the extraordinary thing about the Slocan mines is not the size of the ledges. A few of the leading mines, such as the Slocan Star, Noble Five and Alpha, are, indeed, comparable in mere size to the greatest mines of any country,

but it is in point of richness that the great majority excel. It is entirely agreed among all the mining men and experts who have visited this country, (and they have been many) that mines of such richness do not exist anywhere, and probably never did exist anywhere, on the American continent. There is only one mine in the Slocan which does not run over one hundred ounces of silver to the ton, and several run steadily over two hundred, and even three hundred ounces. A few shipments have yielded returns immensely higher than any of these figures, but they were probably not fairly representative of their mines.

The opening up of this remarkable district has been very rapid. Although it was only discovered in 1891, it is already tapped by the Nakusp & Slocan Railway, and but for the Slocan, the Nelson & Fort Shepphard Railway would not yet have been built. Charters have been obtained for two other railways right into the heart of the Slocan district.

Already three towns have sprung up in the district. The Slocan is divided into two mining camps, almost equal in importance, the Silverton camp, and the Carpenter Creek camp. The former is, and must always be, supplied from the town of Silverton, but it is questionable whether the chief supply point for Carpenter Creek will be New Denver or Three Forks. The latter has the advantage of closeness to the mines, and the general opinion is that it will be the "hurrah-town," the place where "the boys" will go to have a good time, and where there will be most cash in circulation. But New Denver has the advantage of a magnificent site on Slocan Lake, and is by far the most desirable place for residence. All the mine-owners who have wives and families will live there and have their offices there, and nearly all the women and children of the district will be resident at New Denver. Moreover, New Denver is situated about half-way between the two mining camps and will, therefore, be the center for Government business, professional men, schools, and probably banks. The Government buildings of the district are already there, and very fine buildings they are. New Denver will, therefore, be the seat of population and of what in a mining camp would pass for respectability, but Silverton and Three Forks will be the places to make money and do the business of the mines.

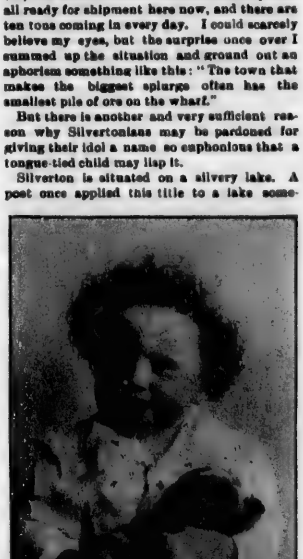
To an Eastern Canadian it is an interesting experience to come out to a mining camp. Canada is known throughout the world as the Mecca of the respectable and the pious. Not so, West Kootenay. A man coming from Ontario or Nova Scotia would think twice before saying, "This is my own, my native land!" "Holy Willie" could not have kept soul and body together in West Kootenay. Neither is there much zeal for prohibition in this district. There is something in the climate that makes a man very "drouthy" at times. Yet drunkenness in its worst forms is very rare. At the last celebration of the anniversary of Burns' birthday in New Denver nineteen men drank eighteen quarts of Scotch whisky, yet not one of them had the least difficulty in walking home. But in the more important Christian virtues these men of the West can give a good many pointers to the men of the East. No man will ever starve out here while his neighbors have anything left to share with him. Many a saloonkeeper in the Slocan has supported troops of men during the long winters, when work was scarce and prospecting impossible. On the whole, I prefer the publicans of the Slocan to the Pharisees of a good many other places.

Silverton.

Whether it be war or peace, Silverton is all right. While the silverites in many of the mining sections are resting on their oars, the Silvertonians are keeping up the even tenor of business and piling up what the Rothschilds are trying to knock down. I never was so surprised as when the other day from the deck of the William Hunter I gazed for the first time upon this unique little metropolis. Surely Silverton was well named. As the boat gracefully skimmed up to the wharf I divided my attention between the radiant faces of the passengers and a great, long, but compactly built, wooden shed open in front and facing the landing. Approaching, it became evident that the entire building was filled with mail sacks. "No, it is not possible," mused the tenderfoot half aloud, and then a Silvertonian came to the rescue by remarking, "No, stranger, those are not mail bags; they are full of high-grade silver ore, and there are seven hundred and fifty tons all ready for shipment here now, and there are ten tons coming in every day. I could scarcely believe my eyes, but the surprise once over I summed up the situation and ground out an aphorism something like this: "The town that makes the biggest splurge often has the smallest pile of ore on the wharf."

But there is another and very sufficient reason why Silvertonians may be pardoned for giving their idol a name so euphonious that a tongue-tied child may lisp it.

Silverton is situated on a silvery lake. A poet once applied this title to a lake somewhere in New York State, but we will excuse him, as it is a matter of history that he never even gazed upon Slocan's amber waters or ruffled her bosom with his paddle. Slocan Lake is about twenty-eight miles in length and from one to one and a half wide, and the prettiest and most charming piece of water in all British Columbia. From the watershed which forms a circle around it, at an average distance of ten or twelve miles, turbulent streams dash down to meet their placid mother, whose clear depths are the home of innumerable speckled trout and a joy to navigators as well as the lover of the reel and rod.



A CHERUB OF THE SELKIRKS.

It is on the east shore of this charming lake, about four miles from New Denver, that Silverton has her home.

The growth of Miss Silverton has been quite remarkable when it is considered she only dates her birth back to a June day in 1893. Now she boasts of two large well equipped hotels, another nearly completed, a large store completely stocked with general merchandise and miners' outfits, a post office and a large number of cosy dwelling-houses. The town site is a model one, fronting as it does on the lake and sloping gracefully back to the foothills. In all it contains nearly three hundred acres, not a rod of which is broken, save through the heart of the town site, where Four Mile creek meanders down to join the lake.

Perhaps one of the strangest facts to the Winnipeger or Torontonian in relation to this appropriately named mining village and lake port is, that up to within four weeks ago everything in the way of supplies was very expensive, the freight from Nakusp on the Upper Arrow lake alone being from two and a half to five cents a pound.

Everything was brought by pack train in those days as far as the head of Slocan lake, a distance of twenty miles, and from there by boat. But now, with the advent of the Nakusp and Slocan railway, the freight drawbacks have been much facilitated, the railway now bringing Silverton's freight to and receiving her ores at Wilson Creek, eight miles distant by water. Over this route plies regularly the steamer W. Hunter, named after one of her owners, who is also an active member of the trading firm of Hunter & McKinnon, proprietors of the Silverton store as well as a large and well established business at New Denver. This boat was built two years ago by the Slocan Trading and Navigation Co., and was the first to ply on this lake. She is sixty feet in length with a twelve foot beam, registers thirty tons and comfortably accommodates from thirty to fifty people.

But a few minutes more with the silver question and I will leave you to judge for yourself of the prospects in store for Silverton. Nearly all the great silver mines of the rich Slocan country are tributary to and in close proximity to Silverton. There is enough of the metal in sight within a radius of ten miles to build up a Leadville once the mines are all being worked. From the Alpha, two and a quarter miles up Four Mile Creek from Silverton's wharf, one four-horse team draws daily eleven tons of ore, which assays sixty per cent. lead and nearly two hundred ounces of silver to the ton. It has been estimated that the Alpha owners can deposit this ore at the wharf for less than three dollars per ton. The owners of the Alpha have an almost inexhaustible supply of ore to draw from, and it would seem that they must find it profitable in the future now that the railway so much facilitates transportation. Five miles up Four Mile Creek are located Read and Robinson's g[illegible].

On the same side, up on the Carpenter creek divide, the Canadian group and the Ivanhoe are located, and only nine miles away the Fisher Maiden still holds the greater portion of her treasures. On the south side of the creek, five miles nearer Silverton, is the Vancouver group, and on the same side are all new locations. Silver Mountain, near Silverton, on its different sides has the best silver mines in the country. Another fact worth noting is that fifteen new claims, several of them known to be very rich, have been prospected within a few miles of Silverton, and up at the head of Four Mile Creek gold quartz is now being brought out in considerable quantities. The rapid development of mining in the Slocan country can best be judged when one stops to consider that it will only be three years next October since Eli Carpenter and John Scottin first discovered the white metal—the Noble Five group on Carpenter creek—and turned the eyes of the world toward Slocan.

Silverton is reached from Canadian points through Revelstoke, B. C., on the main line of the C. P. R, and from American points through Nelson, B. C., via Spokane or Bonner's Ferry. If the prophecies of mining experts and business men of impartial judgment become realizations, Silverton will ere long outstrip all competitors and proudly take her place where she belongs—at the head of the procession in West Kootenay.

Communication between Silverton and New Denver is conducted by means of a telephone

line built by Hunter & McKinnon, general merchants at New Denver and Silverton. Messrs. Hunter and McKinnon are young and energetic business men and are closely identified with the interests of West Kootenay in general.

The Yellow Metal.

Successful Placer and Quartz Mining in Southern Okanagan and Lower Yale Districts.

A Platinum Discovery that Surprised the World—Another Boom for British Columbia's Hidden Storehouses—Journey There from Sicamous Through Vernon Delightful.

A run of about fifty miles after leaving Revelstoke and we alight at Sicamous Junction, where a well equipped branch line connects Vernon, a prettily located agricultural town in the heart of the Okanagan country. It is a most picturesque country between Vernon and the main line, the road after leaving the shores of the Big Shushwap lake, keeping the valley of the Spallamacheen for many miles and passing by snug little villages. Vernon is surrounded by a splendid ranching country, and the whoop-la real genuine cowboy, typically clad and well mounted, is always a figure upon the streets.

Journeying on from Vernon towards the great gold producing slate belts of the southern Okanagan, we first pass through a nice valley situated between rolling hills, a distance of four miles southeast to Okanagan Landing, where the C.P.R. steamer Aberdeen connects every Monday, Wednesday and Friday with trains running south from Sicamons. This is the real terminus of the Shushwap and Okanagan branch of the C.P.R. The Aberdeen plies between here and Penticton, a distance of seventy-five miles passing beautiful lakeside towns, long since famous as sportsmen's headquarters, and now gaining distinction from a mineral and ranching point of view. The Okanagan Lake is very narrow for its length, and is noted for its high altitude and bewitching surroundings. The Aberdeen is a finely appointed and well officered boat, and the journey towards the southern Okanagan, Southeast Yale and Southwest Yale. From Penticton the different mining camps and locations are reached by stage or trail.

Down here in this section are found large ledges traversing the country in a north-westerly and south-easterly direction and running from Loomston, Washington state, on the south to a point five miles above Fairview on the north, including camp McKenney, Fairview, Kruger, Mount Palmer, Lake and Golden mining camps.

Many of these mines have been great gold producers and are still, two of these mines alone at Camp McKenney, having produced gold since last April with a second-hand ten stamp mill that netted their owners over one hundred and fifty thousand dollars. One expert thinks that the mines at Fairview are beyond question the largest proposition in the way of free gold quartz in British Columbia. The camp is traversed from one end to the other, a distance of about three miles by three parallel ledges carrying free gold averaging from six to fifteen feet in width.

In fact it is thought there is enough free milling ore in sight to keep a hundred stamp mill going for fifty years.

A number of these gold properties were acquired by a syndicate of eastern capitalists some three years since and developments have proved the value of their mines, although they by no means own the most valuable ones, the Morning Star, the Wide West System and Stemwinder being notable exceptions, the Morning Star having milled during a little over a month more than a thousand tons of ore, which yielded a snug fortune to each of her shareholders.

East of here fifty miles is the famous Boundary creek section, perhaps second to none on the American continent for immense deposits of copper ore. A good example is the mine lately bonded by Mr. W. T. Thompson. This is a solid body of red oxide of copper carrying particles of native copper throughout, visible to the naked eye from wall to wall. The claim is situated on a steep mountain side, and resembles a large streak of red paint when looked at from a distance. In the Greenwood camp in this section are immense deposits of copper sulphates bearing gold, and running about 10 per cent. copper and from $100 to $150 in gold per ton. These veins are veritable mountains of ore ranging from 30 to 200 feet in width, and the great width is the rule and not the exception. No less than twenty five of these claims have been located within a radius of four miles.

At the Skylark camp, situated some four miles from Greenwood, the veins are small and carry silver and gold, the rock being of so high a grade that it has paid to pack it out to Marcus, a distance of fifty miles, and reship it to Tacoma by railroad. This ore never yields less than $100 a ton after all expenses.

Attwoods, Deadwood, Summit and White camps also contain immense bodies of auriferous bearing quartz, one vein of decomposed quartz being worked by an arastia by a Mr. Harmon. Near the copper camp are valuable deposits of coking coal, iron and lime. Dr. Dawson reported on these coal mines in his geological report of the Kettle River district in 1887.

The south-eastern part of this district, situated on a tributary of Tourmaline river, contains probably one of the largest deposits of platinum and iridium to be found in the world. When this was first discovered, in 1885, the miners who found it in juxtaposition with placer gold called it white iron, and thousands of ounces were thrown away. In fact, in 1858 and '59, when the first lot of white miners made their way to the country from the south and found gold all along the Similkameen river, they found this metal associated with gold in cleaning up their sluices, but such was the lack of knowledge regarding the value of it, that for twenty-seven years the entire product was thrown away and no attention whatever given to it.

It was not until the great rush to the gold fields of Granite Creek, in 1885, that any notice whatever was taken of it, and not until eighteen months later did parties commence to save and ship it. They then found its great value and such quantities were shipped from the shallow diggings that it played a very important part in the markets of the world, and attracted the attention of the dealers who handled the world's output. Negotiations were at once instituted for working the deep diggings on a large scale. As soon as this was done parties, who controled the world's output residing in London, Eng., sought at once to acquire the same, and it is the intention of the owners to prosecute most vigorously the development of the large area of platinum producing gravel. This is another evidence of the variety of British Columbia's resources in mineral wealth.

The routes from Penticton are as follows: To reach Camp McKenney or Boundary Creek you must go south as far as Fairview. Then, if to Boundary Creek, a choice of two routes is offered, one going directly east or a new wagon road being built by the Government, passing through Camp McKenney, about twenty-nine miles from Fairview. From Camp McKenney you travel twelve miles thence south-east along the valley of Kettle River to the town of Midway on Boundary Creek. Kettle river is a beautiful stream, affording fine trout fishing. The Kettle valley is a flat tract of land varying in width from a half to two or three miles, and about ten feet above high water mark. From Midway the trail leads to various camps, and from there you can branch out.

A stage meets the "Aberdeen" at Penticton, and traverses the entire State gold belt from Fairview to Oro in Washington State.

In reaching the famous placer and platinum district from Penticton a person travels by way of Keremeos, a distance of thirty-five miles in a southerly direction, thence north-east through the valley of the Similkameen to the Granite Creek district.

RESIDENCE OF HON. J. A. MARA, M.P., KAMLOOPS, B.C.

Kamloops.

A Beautifully Situated British Columbia Town Which Breathes of Antiquity.

'Tis a City now and will soon Feel the Impulse of the Rich Mineral Districts Tributary—Ranching a Specialty.

[An Interview.]

Ever dear to the hearts of all true British Columbians will be the early history of Kamloops. The oldest settlement in the interior of the province, and once ruled by King John Todd of Hudson Bay fame, the name must inevitably be surrounded by a halo of romance. Bancroft has written of the wily Scotchman (Todd) and how through force of wit and strategy he often saved the post from the wrath of marauding Indians, and the faithful Jesuit priests have told us much of the Indian character in those days, but nothing speaks louder of the fierce nature of the Kamloops

aborigines than the bleached bones which to this day lie strewn over their ancient battlefields.

But as in other places time has worked many changes here, and the Kamloops of to-day presents a striking contrast to the trading post of fifty years ago. Kamloops is situated at the junction of the north and south branches of the Thompson river and is an Indian name signifying "the meeting of the waters." Rolling hills covered with rich bunch grass and clumps of evergreen trees gracefully encircle the town for three points of the compass, while across the South Thompson Mount St. Paul, with its sombre color, looks down upon the flat Indian reservation which embraces the point between the two rivers and a section of the adjacent high land.

Kamloops is now a city, being incorporated a year ago last summer with Dr. Clark as the first mayor. It is a pretty place in the summer season, especially when flowers bloom with profusion. There are several fine residences in the city, including Dr. Clark's, Mayor Lee's, Hon. J. A. Mara's, C. P. R. Supt. Marpole's and others which have beautiful flower gardens in connection.

The Provincial Supreme Court meets twice a year here and the County Court every two months, and there is a well established land

MR. JAMES McINTOSH,
Kamloops, B.C.

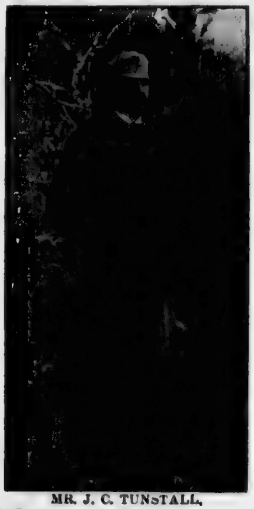
registry office. Kamloops also boasts of a well kept, tidy jail, the only institution of the kind in British Columbia east of New Westminster. Then the Old Man's Home, a local government institution now taking on the finishing touches, is located here on a pretty spot just opposite the station, up under the shelter of the hills.

There are several citizens of Kamloops whose names are closely identified with the town's history, but none more so than James McIntosh, who grew up with the country as a contractor, lumberman and miner. At present Mr. McIntosh is manager of the Shushwap Milling Company and police magistrate for the city. Mr. McIntosh has been in the country 35 years, and besides being successful in accumulating this world's goods, has always taken a prominent part in matters political.

Hon. J. A. Mara, who represents this riding at Ottawa, is another man who has done much in promoting the interests of his town, as well as those of his entire constituency.

Another man whose influence is strongly felt in Kamloops is Mr. J. C. Tunstall, Gold Commissioner for the Kamloops, Yale and Similkameen divisions of the Yale district. Mr. Tunstall is also a stipendiary magistrate and Assistant Commissioner of Land and Works. Kamloops has good churches and schools, and as a rule an enterprising lot of merchants.

Kamloops is surrounded by an excellent ranching country and it being a C.P.R. divisional point a large amount of money is put in circulation each month which practically makes the city what it is. But in the future Kamloops will not be dependent on ranching and the C.P.R. pay roll, as splendid mineral



MR. J. C. TUNSTALL,
a B. C. pioneer, now Government Agent and Gold Commissioner at Kamloops, B.C.

developments are opening up in the large tributary districts which bid fair to infuse new life into the city.

THE NORTH THOMPSON.

To Mr. Wood, Indian agent, who is well acquainted with the resources of the North Thompson and Mr. Knapp, a well known American mining engineer, who has recently returned from that district, the writer is indebted for information.

The question of reaching the Cariboo country by rail has been much discussed. Some say by way of Ashcroft others via Kamloops valley of the North Thompson and Yellow Head Pass

MR. J. S. SMITH,
a former Winnipeg boy, now a successful Kamloops, B.C., merchant.

route. The latter route no doubt would open a very rich country and the people of Kamloops are confident that this road will be built in the not distant future. It is two hundred and fifty miles from Kamloops to "Tete Jeune Cache" on the banks of the Fraser, near the head water of the Fraser, Thompson and Canoe rivers, the latter emptying into the Columbia at the Big Bend. Near here are the big mica discoveries, which are said to be unequalled in the world.

Then coming towards Kamloops. For 100 miles it is almost an unknown country until Mad River is reached. Here gold and silver is found in paying quantities.

Then comes the Clearwater, a rapid stream which flows from Cariboo, and along which excellent gold and silver prospects have been found. Nine miles on this side of Clearwater are the Mosquito Flats, where galena claims fifty ounces of silver from fifty to eighty per cent. lead, and nineteen dollars per ton in gold have been located.

In the mountains to the west coming along here there are also good galena claims, but which at present are too far away to work.

Continuing towards Kamloops a coal formation is struck, rather an anomaly and probably a local formation. The coal is bituminous, and already largely used in Kamloops, being brought down by steamers coming on down as far as Souris creek, and at Dixon creek there is good placer mining. A year ago last June a half-breed outlaw found some high grade galena ore on Pass creek near Adams lake in the Louis

MR. A. W. HARDING,
a popular Kamloops, B.C., druggist.

creek country. There was considerable excitement and local prospectors staked off a number of claims. Here a group was acquired by the Homestead Co., *personel*, Messrs. Olson, Buchanan and Flynn. This claim has been developed and a large amount of high grade ore shown up. The company is now running a tunnel to tap the claim lower down.

The cropping shows a vein ten feet wide, most of which is milling ore. A wagon road has been built by the government to the mine, sixteen miles from the North Thompson. Three miles from the terminus of this road is Adams lake, a beautiful sheet of water fifty miles long and on an average about two miles wide. Besides mountains of marble and rich galena prospects there is fine hunting and fishing and splendid forests in the Adams lake country, and it is only about fifty miles from Kamloops. The formation at Adams lake according to Dr. Dawson is similar to the Nelson mine formation. Between the Adams lake country and Kamloops rich placer and quartz discoveries have also been made.

The Thompson is navigable from Kamloops to the mouth of the Clearwater, about ninety miles, for five months in the year. There are also excellent ranching facilities along the North Thompson. One favorable feature of the North Thompson valley is that the climate is so fine that miners can work the year round. The mineral claims through this section have so far

only been discovered along the line of the trail made by the C. P. R. engineers while cutting their way through to survey the Yellow Head Pass route, and it may be truthfully said that the prospecting here is merely in its earliest infancy. A short time works many changes, and it would not be surprising at all if the attention of the mining world would be directed to the North Thompson and its tributaries soon.

PLACER AND HYDRAULIC.

Speaking of the Similkameen division of the Yale district south of Kamloops and the Kamloops division from Clan William to Spencer's Bridge and from Spencer's Bridge to Hope on the Fraser, Gold Commissioner Tunstall said to your correspondent: "I consider this one of the best districts in the province for hydraulic mining. The climate is excellent, and the auriferous deposits are as extensive as any in the province. The beds of the creeks, which were worked out in 1860 returning large amounts of gold, are being worked up to the present time. But miners are now turning their attention to benches which promise extensive yields. Five large companies are now preparing to work by hydraulic process on the

MR. J. L. BROWN,
Kamloops, B.C., one of the leading tonsorial artists of the interior.

Similkameen and Granite creek, about 120 miles south from Kamloops. Some of these companies are made up of Montreal and Toronto capitalists."

THE NICOLA VALLEY.

The Nicola valley, access to which may be had from the C.P.R. at Spencer's Bridge, is a pastoral country, but the gateway to a splendid mineral district. It is 50 miles from Spencer's Bridge by stage to the village of Nicola, a ranching and lake centre. To Princeton the gold mining camp of the Similkameen river is 132 miles from Spencer's Bridge. There is rich placer mining here, and the Provincial Government leases 160 bench land lots at $50 per annum. Large areas have been taken up here.

CINNABAR AND IRON.

Down the Thompson, twenty-seven miles from Kamloops, preparations are being made to work the rich Cinnabar mines. The Glen Iron Mines on Cherry Creek, eighteen miles from Kamloops, are also attracting a large share of attention, the product being a high grade magnetic ore, and at Tanquille Creek some rich hydraulic placer claims are being developed by an enterprising company.

Successful Ranchers.

Men Who Have Grown Up With the Province and Made Money.

Few men are more closely identified with the interests of British Columbia and Alberta than are Messrs Hull Brothers. They are both pioneers of British Columbia. When mere boys they came from Somerset, England,

MR. J. R. HULL,
Kamloops, B.C.

to inspect the country and visit their uncle, Mr. William James Roper, who owned a large ranch at Cherry Creek, on the north side of the Thompson. After five years, during which time the young men gained a practical knowledge of ranching, they purchased sixty head of cattle and started a ranch of their own on Cherry Creek, twelve miles from Kamloops. The market for cattle was very poor in those days, the only connection with the coast being a stage line to Yale, the head of navigation on the Fraser, one hundred and sixty miles distant. Successful at ranching after four years they started a meat market at Kamloops and later opened a branch at Lytton, and the construction days of the mountain division of the C. P. R. found these enterprising young men

MR. W. R HULL,
Calgary, Alberta.

supplying meat for the contractors. Gradually their business spread until branch stores were established at Revelstoke, Golden, Donald, Anthracite, Banff, and as far east as Calgary, where Mr. W. R. Hull, of the firm, is now stationed. To day the Messrs. Hull have thousands of head of cattle and large bands of horses on their ranches at Sugarloaf and Anderson creek near Kamloops, and Willow Creek and the old government farm in close proximity to Calgary. Besides the product of their ranches they annually purchase about four thousand head of cattle from the smaller ranchers to supply their trade, which extends throughout the mining regions of the province and Alberta towns.

In the summer season cattle are slaughtered at their different stations, but in the winter the killing is done largely at Kamloops and Calgary. This firm purchases a great many sheep and quantities of poultry in the territories. They employ fifty men regularly and twice that number during the busy season. The Messrs. Hull Brothers are doing a steadily increasing business and their successful career should prove an object lesson to bright, hard working young men in the Pacific Province. In conversation with your correspondent Mr. J. R. Hull expressed his confidence in the future of British Columbia. He said that the province had never had any boom to put it flat, and with the developement of the mines now made feasible by excellent government roads, and further attention to agriculture and ranching that the province was bound to go ahead.

Louis Victor Bennett.

One of British Columbia's Great Range Riders. A Successful Rancher and Miner.

A bold and fearless rider on the ranges, an expert canoeist and a level-headed prospector is Louis Victor Bennett, whose portrait appears in this issue. Born at Kamloops, B.C., twenty-five years ago, from early childhood he was permitted to cling to the saddle, and when only seven years old was noted for his skill in riding. At the age of thirteen he was one of a party who visited Washington, Montana, and

LOUIS VICTOR BENNETT,
Kamloops.

the Northwest Territories, returning through the mountains by the pass where the C. P. R. now runs. The journey lasted several months, and was fraught with many hardships, the party losing their supplies while fording rivers and being subjected to much want.

As a rider this young westerner is acknowledged to be the best upon the interior ranges of the province, and the ease and grace with which he handles the lariat is phenomenal. When astride his favorite saddle horse Buck, shot the infuriated steer or fleet-footed wild horse never escapes once Bennett's unerring lariat is cast.

The subject of this sketch is a step-son of

Victor Gillaume, one of British Columbia's pioneer ranchers. Mr. Gillaume came from California in '58 and has been very successful, now owning three large ranches with great bands of cattle and horses near Kamloops, numerous mineral claims on the North Thompson and much town property. Mr. Gillaume was one of the first men to introduce breeding cattle in the North-West Territories, taking a band there through Yellow Head Pass more than twenty years ago. He resides in one of his ranches with his step-son, who superintends the ranching and running operations.

Young Mr. Bennett bears the honor of being one of the first discoverers of mineral wealth near Yellow Head Pass, he himself locating the big mica mines near "Tete Jeune Cache," situated respectively on the Canoe and Fraser rivers. He has already spent nearly twenty-five thousand dollars in pushing his mining interests and will doubtless soon be rewarded, as all mineral experts who have visited that portion of the country declare there is a vast fortune in the great deposits of mica owned by Mr. Bennett. The mica mines are about two hundred miles from the Canadian Pacific railway. The ledges are one hundred feet thick, each and the vein is yellow crystallized quartz with mica all through it. Blocks of the metal from ten to twelve inches square are taken out easily. Mr. Bennett has also discovered several gold and silver leads which give promise but on which no development work has been done. With Mr. Gillaume, Mr. Bennett is interested in newly discovered coal fields and other mining interests, besides owning a well stocked ranch. Louis Victor Bennett is very popular wherever he is known and his keen business instincts insure him a successful future.

An Excellent Host.

Directly opposite the Canadian Pacific Railway station at Kamloops, B.C., is an hotel familiar to all who travel over the great international highway. The doors of the Grand Pacific are open to the public day and night and competent and obliging clerks are always on duty. The house contains forty excellent

MR. W. J. UNWIN,
the popular landlord of the Grand Pacific, Kamloops.

rooms and is well heated and furnished throughout. The Grand Pacific has first-class livery connections and for years has been the popular resort of tourists and sportsmen while on their way to and from the hunting grounds on the North Thompson. The excellent table service, cheerful rooms, and hospitality of the host, Mr. W. J. Unwin, also commend the hotel to the commercial public. In fact the atmosphere of the Grand Pacific is permeated with the mirth of the irrepressible drummer.

Landlord Unwin is well known to the public, having for several years filled the position of passenger conductor on the main line of the C.P.R. He came originally from Montreal and has been in the West fourteen years. For eight years past he has lived in Kamloops but it was only eighteen months ago that he assumed charge of the Grand Pacific. Mr. Unwin has an interesting family, and Mrs. Unwin's capacity for good housekeeping is very noticeable. Few hotels in the West offer such homelike attractions at such moderate prices as the Grand Pacific.

A Man of Many Parts.

Perhaps no man on record serves his city in so many capacities as does Murdock J. McIver. Born at Baddeck, Cape Breton Island, twenty-eight years ago, he moved west in early life, eventually casting his fortunes with Kamloops, B.C. When the town became incorporated in July, 1893, Mr. McIver received the appointment of city clerk. To-day, besides being clerk of the Municipal Council and of all the committees, he officiates as clerk of the licensing board, Court of Revision and Police Court. But that is not all. Mr. McIver is collector, treasurer and assessor of the city of Kamloops. In the way of unofficial business he fills the position of secretary and is director of the Electric Light Company as well as secretary of the Inland Agricultural Association. As a matter of private enterprise he carries on a fire and life insurance business, and being an expert accountant keeps several set of books for local companies. Mr. McIver is one of the hardest working young men in British Columbia, and his enterprise and integrity has won him a warm place in the hearts of the Kamloopites.

Ashcroft House.

Ashcroft, although but a small speck on the map of British Columbia, commands a very important position, being the distributing point on the C.P.R. for the Cariboo, the land of gold, and other important districts. The Ashcroft Hotel, located in this commercial center directly opposite the C.P.R. station, is the point of arrival and departure for all the stage coaches which traverse the interior. The house is finely equipped, large and centrally located, and makes an agreeable home for the business man, tourist and all classes. Mr.

ASHCROFT HOUSE, ASHCROFT, B.C.

William Lyne, the proprietor, is an old British Columbia pioneer, and widely known throughout the province. Mr. Lyne's trusted manager is Mr. A. S. Vanalstyne, the pioneer of the oil business in Lambton County, Ontario. Mr. Vanalstyne came West in 1881, and after residing in Winnipeg for some time removed to this province. Mr. Vanalstyne has had a wide experience in dealing with the public and enjoys the acquaintance of a large circle of business men. His strong individuality and skill in the management of the hotel has assisted largely in bringing the house into such good repute with the public. Mr. A. H. Walters, an experienced man, presides as night clerk. The doors of the Ashcroft House are never closed.

Mr. Casper Phair.

A gentleman who is doing much for the welfare of the interior of British Columbia is Mr. Casper Phair, stipendiary magistrate for the counties of Yale and Cariboo. Mr. Phair is a native of Castlerea, Ireland, and has been in this country since 1875. Mr. Phair was sheriff and government agent for several years at

MR. CASPER PHAIR,
Lillooet.

Lillooet, and has a thorough knowledge of the country and firm faith in its future prosperity.

Mrs. Phair is a daughter of the late Mr. Wm. Eyre of Eyre Court Castle, Ireland, and a most estimable lady. Mr. and Mrs. Phair have a pleasant home at Lillooet. Parties wishing for information regarding the Yale and Lillooet districts could not do better than address Mr. Phair, who is always willing to give the same to intending settlers.

F. W. Foster's Store at Ashcroft.

Large, well stocked and faithfully representative of the increasing business interests of British Columbia is the store conducted by Mr. F. W. Foster at Ashcroft, B.C. Mr. Foster is a pioneer, having been engaged in business in the province for thirty-two years. Besides his big Ashcroft store, Mr. Foster conducts another at Clinton on the Cariboo road, it

being similar to the Ashcroft store. Altogether the stock carried is valued at one hundred thousand dollars and consists of everything adapted to the needs of the country, including general merchandise, miners' supplies, etc., The Clinton store is managed by Mr. Henry W. Harvey and in Mr. Foster's absence the Ashcroft store is under the supervision of Mr.

INTERIOR OF F. W. FOSTER'S STORE, ASHCROFT, B.C.

James Haddock, a wide-awake business man formerly of St. Andrew's, N.B. Mr. Foster is an English gentleman by birth and has an interesting family. In the winter he occupies his handsome residence while the summer family home is located in a delightful spot at Clinton.

On the Cariboo Road.

In the development of a new country the hotel plays a prominent part. Here men congregate after a season's work to make a home until another opportunity offers, and the weary traveler to and fro in search of new fields, as well as the tourist, traveling parson, and irrepressible commercial man, crack their yarns, toast their shins, transact their business, gather in common union at lunch hour, and hob-nob more or less around the wine table. The wayside tavern in a new country is the mecca of all classes.

British Columbia is as famous for her hospitable landlords and home-like hotels as for her rugged mountains and marvellous highways. Nowhere, though, within her borders does the tinge of romance hang over her old-time inns as on the Cariboo road, along which in the never-to-be-forgotten days of the early sixties the gold hunters of the world trudged back and forward, poor to-day, rich to-morrow, and *vice versa*.

Long before the close of the big gold excitement Joseph Lorenzo Smith catered to the wants of the Pilgrims at Clinton, a noted stage headquarters. That was more than twenty-five years ago, and Joseph Smith, sr., has gone with many of the pioneers, but the Clinton House has lost none of its prestige, and under the hospitable management of Joseph E. N. Smith, jr., remodelled, still stands with a well-filled pantry and doors never closed, a monument to the enterprise and hardihood of its pioneer founder.

Clinton is a quaint little village—typical pioneer town, with surroundings scenic and picturesque—a spot where the tourist may revel in a week's delightful sport and enjoy a healthy bracing atmosphere.

The village is situated in Cut-off valley, thirty-two miles from Ashcroft, on the main line of the Canadian Pacific Railway, and on the direct stage line to the famous Cariboo gold fields.

The Clinton Hotel possesses remarkable advantages for the traveler. From here stage connections are made with Ashcroft tri-weekly each way. Cariboo, Lillooet and Alkali lake line of stages arrive and leave Clinton weekly and the Clinton Hotel is headquarters for all the different lines.

The Clinton Hotel is admirably situated and under the management of Mr. Joseph E. N. Smith gives uniform satisfaction to the traveling public. Mr. Smith a gentleman of less than forty has an interesting family and knows just how to cater to the public's wants. The thirty large rooms in the house are well furnished, the dining room is bountifully supplied and the choicest liquors are always served.

CLINTON HOTEL, CARIBOO ROAD, B.C.
Marshall Smith, Proprietor.

Business men, tourists and all classes find a warm welcome at the Clinton House.

He who would journey far on this continent upon the old time stage coach must visit British Columbia. The days of stage coaching are generally supposed to have passed, but such is not the case, for in the interior of the Pacific Province this mode of transportation is yet being successfully carried on over a route, the name of which was an inspiration to the world more than thirty years ago. If the waters of the Fraser could speak many would be the strange tales revealed, but far more astonishing would be the language of this ancient highway, which has been a theater of the most stirring events in Canada's frontier history. Many men of many climes representing different trades and callings assisted in wearing out shoe leather and horse flesh in order to reach the golden eldorado during the palmy days of Cariboo, and although fortunes were suddenly accumulated there were many who lost their all.

A Pioneer Institution.

One unaccustomed to western life finds staging in British Columbia a delightful change from the ordinary methods of travel, particularly so on the Cariboo line which penetrates a picturesque and historic region and which is operated and controlled by

The British Columbia Express Co. Ltd.,

one of the pioneer institutions of this interesting province. The coaches used are built upon the principle of the famous Concord, fitted with thoroughbrace gearing specially adapted for heavy, rapid transportation, at the same time affording comfortable riding for passengers, the swinging motion as the coaches roll along being very enjoyable. These coaches are drawn by four and six horses, changes being made every twelve and twenty-five miles as is found convenient, the company having suitable stations along the line. About seventy-five miles is made every day, the passengers staying over night at well appointed hotels, several of which are kept by the company for this purpose.

Three Hundred Miles by Coach.

The trip from Ashcroft, the base of the company's operations on the main line of the Canadian Pacific railway, to Barkerville, the gold mining mecca of the north, and three hundred miles distant, is a delightful one, and reveals to the new comer much that is interesting, the roads being good, picturesque, some of the towns quaint, and most of the towns, hotels and buildings characteristic of the western mining life.

The journey is made in four days. Leaving this little railway village the Thompson river is crossed, and the road enters the beautiful valley of the Bonaparte. About thirteen miles out the road is intersected by a branch line to Lillooet, a mining town on the banks of the Fraser, about sixty miles from Ashcroft. Lillooet is in the centre of a rich placer mining district, and is thrifty with good prospects in store.

Continuing on the trunk line, Clinton, thirty-two miles from Ashcroft, is the first town of importance, although there are some excellent ranches and stopping places both at Cape Creek and Hat Creek. Clinton is a paradise for sportsmen, and a stage centre of importance, branch lines connecting from here with Big Bar, Canoe Creek, Empire Valley and Alkali Lake.

The summit of Mount Sones, seven thousand miles above the sea level is easily reached from Clinton on horseback in four hours and the views from this mountain on a clear day are exceedingly grand. The hunting in this locality cannot be surpassed. In fact it is no uncommon sight at this season of the year to see from the stage windows hundreds of deer pelts hung out to dry around the Siwash rancheros. Parties fond of fishing can also have all the sport they want around here as the streams and pretty lakelets in the vicinity abound in gamey trout.

Clinton once passed, the road ascends upon a high wooded plateau which extends as far as the one hundred mile house. You then descend into Lac La Hache valley along the shore of a beautiful lake which bears the same name through rich intervales. It is a fine stock country with excellent farms and stock ranches along the way. From the One Hundred and Eight Mile House a road has recently been constructed to the Horsefly country now being brought into public notice through its large placer mining operations. The Horsefly Mining Co., are at present astonishing the world with their large shipments of gold. The whole country is very rich. Leaving the Lac La Hache valley the next important stopping place is the one hundred and fifty mile house. This is an important distributing point for a rich ranching and mining section. At Williams' Lake, a few miles west of the One Hundred and Fifty Mile House the Federal Government have erected a large industrial school for the Indians. There is also located at this place a Roman Catholic school which is well conducted and patronized. Branching off to the northeast from the One Hundred and Fifty Mile House a road leads to Quesnelle Forks where the richest hydraulic mines in the country are located and being worked. Continuing on the Trunk line from the One Hundred and Fifty Mile House it is only twenty-eight miles to Soda Creek, a small town on the

MR. OLIVER HARVEY,
Ashcroft,

Fraser river. In early days a steamer plied on the Fraser River from Soda Creek to Quesnelle, a distance of sixty miles. The Chilcotin country is tributary to Soda Creek. There are fine stock raising facilities in the Chilcotin country and several good ranches. From Soda Creek north the road follows the Fraser river as far as Quesnelle Mouth, passing some extensive farms. Quesnelle is another important mineral and agricultural center. From Quesnelle the road leaves the Fraser, and leads in a north-easterly direction through a mountainous and timbered country to Barkerville, the centre of the Cariboo gold

MR. W. B. BAILEY,
Ashcroft.

producing region. The British Columbia Express Company also operate a stage mail and express route from Ashcroft to Lillooet, a distance of 60 miles, making the trip each way in one day.

Cariboo is still forging her way onward to ultimate prosperity, contrary to the pessimistic ideas advanced by a few who have secured a competency through the medium of the early gold excitement, and do not wish to see the district throbbing under a new era of development. In no way can the advancement of a particular section of country be better noted than by gauging its commercial business. Now penetrate her rich valleys and rugged slopes, but at present and until that day arrives her imports, exports and passenger traffic will be handled as for many years past by the well regulated stage line, the festive bull team, the four-in-hand overland freight wagon or old time pack train.

It is nearly three hundred miles from Ashcroft, Cariboo's distributing point on the main line of the C.P.R. to Barkerville, the chief village in the northern portion of the district. This long stretch of country is traversed by a highway (the old Cariboo road, famous for the wonderful engineering in its construction), along which are scattered small villages and mining camps, and from which numerous trails lead to outlying camps and ranches. The merchants doing business in this sparcely settled region being unable to operate their shipping business from Eastern and Pacific markets have largely placed this line of their interests in the care of Harvey, Bailey & Co., the well known Ashcroft merchants, who, in connection with their large retail and order business, make a specialty of forwarding, occupying for this department alone a warehouse one hundred and ten by twenty feet on the main line of the C. P. R. near the Ashcroft station. Here the greater portion of merchandise for the Cariboo country as well as other adjacent districts is carefully assorted and hurried on to its destination with all the despatch possible.

A few words about this enterprising firm will not be uninteresting. Both Mr. Harvey and Mr. Bailey are typical British Columbians both coming to the country when very young. Mr. Harvey from England and Mr. Bailey from California. It is a strange coincidence that in early days when Yale figured as the colonies' distributing point, being located at the head of navigation on the Fraser river, these two young men clerked together in Oppenheimer's store; then in railway construction days they have been found as bookkeepers working respectively for Contractor Keefer and for Messrs. Sinclair and Tappan, and now, while comparatively young men, they are together not as companions but co-partners in one of British

B. C. EXPRESS CO.'S STAGE LEAVING ASHCROFT FOR THE CARIBOO COUNTRY.

while it is pleasing to know that the output of gold from historic Cariboo is on the increase it is equally interesting to know that the volume of general business throughout the district is also increasing, not by skips and jumps, but in a steady, sober manner which bespeaks for its hopeful, hard-working people an early realization of their fondest hope—railroad facilities for the development of the district's natural resources.

Cariboo wants a branch railroad, and some day in the not distant future the iron horse will

Columbia's most active business firms. The present partnership has existed since 1891.

The Harvey, Bailey & Co. store is located on the principal street facing the railway station. It is a large two-story structure about 30 x 60 feet, with a 25 x 60 foot warehouse adjoining. The stock carried is large and varied including everything adapted to the needs of the country, groceries, clothing, dry goods, boots and shoes, patent medicines and notions, hardware and all kind of miners' supplies and outfits. From here a large order business is done

with the upper country, the firm through square and honorable business having secured an enormous trade. Besides their retail, order and forwarding business at Ashcroft the firm conducts a large general business at Enderby, on the Sushwap branch of the C. P. R., but this they are about to close out on account of the increasing pressure of business in Ashcroft and adjacent districts. Mr. Harvey's family is at present residing at Enderby, while Mr. Bailey keeps his family residence in Ashcroft.

CARIBOO MAIL FACILITIES.

That which, perhaps, attracts the visitor while riding through this district more than anything else in particular is the splendid mail privileges enjoyed by the settlers in this sparcely peopled district along the main stage route. It is not the number of the mails, for

MR. STEPHEN TINGLEY.
Manager B. C. Express Co (Ltd.), Ashcroft, B.C.

true the stage service north of Clinton is only weekly, but the regularity of the service and the pains taken to accommodate those who live along the way. The people's papers and letters are left at every man's door in a small box built for the purpose, and the rancher and miner is saved the trouble and expense of riding perhaps a great many miles to his nearest postoffice. This entails not a little trouble to the stage drivers, particularly on a cold or stormy day when the horses are restless and the roads bad and days short, still the company requires its drivers to do this, and all stages are required to make their run regardless of wind or weather. The quantity of mail matter over this route has been steadily increasing of late, and there are calls for branch services from newly opened mining fields and agricultural sections, which will doubtless be granted in the not distant future.

The inhabitants of Barkerville and vicinity, too, are demanding a bi-weekly service on the grounds that their rich section of country rightly deserves it, and that it would do much in assisting further developments. This is very true, as business men investing capital want to be in closer touch with their business than by means of a mail which takes one week in each direction. But of course this is a Government matter, and as a rule Governments are slow to move in such cases, but a deaf ear will not be turned much longer in this line, as the new phase of development Cariboo is now undergoing will cause her to speak in a loud voice.

EXPENSIVE TO OPERATE.

When stepping into the stage depot at Ashcroft passengers who have always travelled on trains are sometimes surprised that they are not allowed to carry the same quantity of baggage free as they get on the trains—a one hundred and fifty pound saratoga, for instance—free with each passenger ticket. When they become better posted, however, they learn that a stage is not as roomy as a passenger train and they realise that the company does all it can for the money received. It takes experience, energy and ability to run a stage, express and mail route through a country like the Cariboo district, where the distances are so great and population so thinly scattered. For instance it requires one hundred horses to operate the British Columbia Express Co.'s business and eighty dollars per ton is no uncommon price for hay in the Barkerville section with grain accordingly. Then the drivers and hostlers receive large wages and the wear and tear of harness and running gear is no small item. One of the smallest items of expenditure, the drivers' meals, alone cost the company two thousand dollars annually.

A WELL MANAGED COMPANY.

The president and manager of the British Columbia Express Co. Ltd., is Mr. Stephen Tingley who, although not by any means an old man, is a veteran in his business and pioneer of the province. Mr. Tingley, who is a native of Westmorland county, N. B., crossed the isthmus in the year 1860, and after mining a short time in California joined the multitude for the newly discovered Cariboo gold fields. The founder of this famous stage and express business was the late Francis Barnard, M. P., who carried the mails to Cariboo from Yale along the Fraser before the stage road was built. Mr. Tingley entered the employ of Mr. Barnard in 1864 and the following year the late James Hamilton of Woodstock, N. B., too, entered the service. Afterward Messrs. Tingley and Hamilton were taken in as partners with Mr. Barnard, these gentlemen being the principal shareholders when the company was incorporated. After the death of Mr. Hamilton and Mr. Barnard, Mr. Tingley was for several years associated with the original promoter's son, Mr. Frank Barnard, at present M.P. for Cariboo, but exchanged interests in Victoria with Mr. Barnard for his holdings in the Express Company, and so became the largest shareholder. Mr. Tingley, who has a practical knowledge of all the details of staging, personally superintends the work, residing with his charming family at Ashcroft.

Another gentleman closely associated with the company's interest is J. J. McKay, a director and auditor. Mr. McKay came from Pictou county, N.S., and has been with the company since 1883. Mr. McKay is a pleasant gentleman, and an expert accountant, and although warmly devoted to his company's business takes a keen interest in the development of the surrounding country. Few institutions are doing more for the general welfare of British Columbia than this wide-awake express company, for besides

MR. J. J. MACKEY.
auditor, B C. Express Co (Ltd.), Ashcroft, B C

furnishing means of travel the money made is pretty well divided among the settlers of the Cariboo district in the purchase of supplies.

The company has carried the mails to Cariboo, with a month's exception, since 1863 to the present day, and have given every satisfaction both to the public and postal department. They have in those years carried enormous quantities of gold and treasure, and notwithstanding some stage robberies and other losses, shippers have never suffered. All stages in which treasure is transported from the mines are accompanied by an armed guard armed with heavy revolvers and a Winchester, and the gold is packed in an iron box with combination lock and bolted to the stage, and an open Lloyds' policy is carried. There were two hold ups this year, but in each case the stolen treasure was recovered, and the offenders are now serving respectively a ten and fifteen years sentence in penitentiary. In British Columbia justice is meted out with promptness, according to the stern mandates of English law.

The Cariboo Exchange, corner of Railroad avenue and Third street, is run by Mr. William R. Puckett, a pioneer who has lived

CARIBOO EXCHANGE, ASHCROFT, B C.

in the interior of British Columbia for more than thirty years. The exchange receives a liberal patronage from the Cariboo country and all outlying sections. Mr. Puckett has a wide acquaintance and many friends in the country. The house is well conducted and everybody is made to feel at home.

Railway and Ocean.

From Kamloops to the Terminal City, and on to the Capital.

Cariboo and Her Gold Fields—The Fraser and Its Canyons—Yale, Relic of By gone Days—Vancouver, Robust, Enterprising and Prosperous—Pen Picture of a Trip to Victoria.

It is only forty-seven miles from Kamloops to Asheroft, but the scenery is grand. The road, after leaving the rich bunch-grass country, passes along the south shore of Kamloops lake, where numerous mountain spurs extending into the lake are pierced by tunnels. At Savonna's Ferry the lake is left behind and the Thompson river canyons are entered, leading westward to the Fraser river.

A busy town is Ashcroft, it being the C. P. R. distributing point for the rich Cariboo district—the greatest gold producing district of British Columbia. The early history of Cariboo has been too oft repeated to be retold. Cariboo had her palmy days between the years 1860-70, during which time nearly $50,000,000 worth of the precious metal was washed from her sands. After the years of the big output, interest in this Eldorado of wealth gradually waned, but perhaps the most potent cause in retarding the settlement of the district, which is also rich in agricultural resources, has been her isolated position, as yet not having either steamboat or railway connection. But to speak of the Cariboo of to-day. The district sends three representatives to the Provincial Legislature, and, in conjunction with the Lillooet district, sends one to the Dominion Parliament. The general character of the district is most diversified. The southern or, more properly speaking, the south-western portion may be described in general as a r ling prairie interspersed with patches of w dland and abounding in small lakes. To t northward of the fifty-third degree of l ude, and especially to the eastward of th e hundred and twenty-second degree of w ongitude, the country is mountainous, no any well defined ranges but abounding l olated elevations of from five thousand t aven thousand feet above the sea lev separated by deep valleys, which run in l directions. The summits of these mour ins form extensive plateaus which cover considerable areas, being usually clear of timber with a heavy alluvial deposit, which produces a luxuriant growth or wild hay or grass, producing excellent pasturage for cattle during three or four months in the summer. The Fraser is the principal river in the district traversing it for nearly five hundred miles. In the southern portion, where the soil is usually a light sandy loam with gravel or clay sub-soil, all kinds of vegetables are grown successfully, and there are some extensive cereal farms. There is also an abundance of fuel, spruce, balsam and fir being the principal woods, on the more mountainous parts, while fir, white birch, cottonwood and cedar are more common along the river valleys.

CARIBOO'S GOLD.

To-day with the introduction of hydraulic mining machinery Cariboo is entering rapidly upon a new phase of development, but the old placer process can be by no means adjudged played out when it is considered that only a limited extent of the district has yet been explored. While the formation of the country to the north and northeast of Barkerville, is similar to that in the immediate vicinity from which so many millions have been taken, yet seventy-five miles distant the country is practically unknown. The smaller rivers which receive the washings of the creeks and gulches remain almost wholly unworked, although returns of $5 per day may be obtained from the old-fashioned rocker.

The value of the quartz lodes in the district still remains unproven, for in no instance has a shaft in the development of quartz been sunk to a depth of one hundred and fifty feet. The first and second clean-ups from the Horse Fly and other big hydraulic propositions started late this season, have been so successful as to prove highly gratifying to their owners.

Everything points to an old time revival in Cariboo gold mining. Cariboo needs a railroad, but is getting along at present with a well conducted stage line, connecting Barkerville with Ashcroft, a distance of about two hundred and fifty miles. The stage line is managed by a progressive man, Mr. S. Tingley. There are several thriving villages along the line.

TOWARDS THE COAST.

Continuing from Ashcroft we pass S. ser's Bridge, where a stage line connects with the beautiful Nicola valley, and a short run brings the team to Lytton, where Thompson's canyon opens out to receive the Fraser. From Lytton to Yale, past North Bend and Spuzzum the scenery is startling and grand. A steel cantilever bridge is crossed just beyond Lytton a few miles, the line continuing on the right hand side of the canyon, the river foaming and boiling and seething at a dizzy depth below, while on the opposite side winding around the steep mountain cliffs the passenger sees relics of the old government road, which in itself is quite as interesting as the railroad. North Bend is a divisional point, and a pretty little spot hemmed in by mountains, and containing, besides the railway buildings, a couple of hotels, two general stores and some tidy residences.

OLD HISTORIC YALE.

Yale, the old historic Yale, is reached at last, and the traveler is permitted to gaze upon this relic of past greatness. Yale is the head of navigation on the Fraser, and previous to the advent of the Canadian Pacific Railway as far back as early Cariboo days was what might have been called the concentrated essence of liveliness. Yale has seen days when loose change was never called for—days such as in all probability will never again be witnessed in any town on the frontier, but they are all gone now and the old tumbling shacks are all that remain to remind the stranger of her palmy days. Across the river from Hope Station is a mining town and trading post of the same name, and a little further is Ruby creek, named from the garnets found in the vicinity. Agassis the next station, is within a few miles of the famous Harrison Hot Springs. Just before coming to Mission Junction, Mount Baker comes into view. Here from Mission Junction a branch line crosses the Fraser river and runs to the International boundary and connects with the American roads and steamboat lines. New Westminster Junction is only eighteen miles from Vancouver and is connected with the thriving little city of New Westminster by a branch road eight miles long. New Westminster contains the Provincial Penitentiary and Insane Asylum, and is the headquarters of the Salmon Canning Industry on the Fraser.

Port Moody comes next and the ride from here with Vancouver along the shore of Burrard Inlet presents a delightful panorama of mountain, water and forest.

AT VANCOUVER.

At Vancouver there is much to see. The great steamships and numerous sailing vessels tied up at the long wharves, either discharging cargoes representing China, Japan, Australia, the Sandwich Islands, California, Alaska or Europe, or loading up with the products of our great Dominion; the palatial buildings and well paved streets of a youthful city whose growth is most phenomenal, and the scenic surroundings are all much enjoyed, and unite in conveying to the stranger a good impression of this virgin city and great railway terminus.

OVER THE WATER TO VICTORIA.

Upon reaching Vancouver, e'en though by taking in the numerous by ways, as we have outlined, which bring the greater portion of British Columbia tributary to the C. P. R., it cannot be said that one has reached the jumping off place, for Vancouver Island certainly deserves recognition as being an important adjunct to the province containing, as it does, extensive forests, large tracts of arable land, excellent harbors and fabulously rich coal and iron deposits.

The sail from Vancouver on the Charmer, which now plies regularly between these cities, commanded by the veteran Captain Ruddlin, for thirty consecutive years a skipper in Pacific waters, is much enjoyed after the long overland journey. The distance by the steamer's course is about eighty miles.

Out of Burrard Inlet six miles from the terminal city the steamer passes into the Gulf of Georgia and keeps by the mouth of the Fraser. Shortly after entering the gulf, Mount Baker, a radiant pyramid of perpetual snow rises up from the land of Uncle Sam, and as Lulu Island is passed, the canning factories of this Fraser river delta are seen, and the Landshead lighthouse looms up from its iron piles seven miles from the land. This light is visible for a radius of fifteen miles and is a great help to mariners as these inside waters are studded with islands and the fog is often dense. So lonely is life on this lighthouse that it is said more than one man has gone crazy within its small chambers. The black fish, a species of whale are numerous in these waters. They are from 25 to 40 feet long and furnish amusement to the passengers who watch their strange antics, now rising to the surface and then diving, splashing the waters with their tails in a way which would swamp a small boat.

THE LEPER'S HOME.

Plumper's Pass, through which the boat channel leads between two large islands affords picturesque scenery. It is thirty-two miles from Vancouver, and all the way down to the Straits of Juan De Fuca there are narrow channels here and there. Just after entering the straits which separate the Olympia mountain range on the coast of Washington from Vancouver Island, Dassey Island comes in view.

It is evening now, and the moon rising over this round forest-clad isle of the rugged coast looks weird, and much more so when we learn that this apparently uninhabited spot is the home of Canadian lepers with nine of the unfortunate victims now eking out an existence among its solitudes, supplies being landed by a government tug once each month. It is only a few miles up the Straits of Victoria Harbor, the home of the sealing craft and general rendezvous for outside shipping.

Victoria is a "chipper" sort of a city of some 20,000 people. It is the oldest town in the western portion of the Dominion, and previous to the building up of Vancouver was the distributing point for the province. Besides containing the Capital buildings of the province, Victoria is the headquarters of the Behring sea industry and has several large iron works.

Nanaimo is the great coal centre of the island. The construction of the proposed British Pacific railroad from Victoria through the Yellowhead pass would doubtless give this extreme western city of the Dominion a great impetus.

Fort Saskatchewan.

Edmonton District's Queen Enthroned on Great River.

NAMELY MORNING REVEILLE WHICH ONCE ECHOED O'ER LONELY PLAINS, NOW AROUSES A BUSY COUNTRYSIDE.

A Town with a Destiny Unfolding in Rich Agricultural River Valleys, and Centre of Rich Agricultural Country. Also a Waiting Gold Mining Headquarters and Prospective Railway Point. Where the Home-Seeker Should Turn His Face Toward Northern Alberta.

The farmers of Northern Alberta are happy. And why should it not be so? The golden sheaves of a good average crop have passed the thresher; the stock rounded up, sleek and fat; the season's gold-washing closed; and now, in the embrace of their mild winter season, may draw their own coal, market their produce, and prepare for renewed exertion in the early spring. Ninety-four, now hoary with age, will pass out, a year memorable in the history of the Edmonton district, the garden of the great Northwest, and a domain of which Canada is justly proud. While it can be truthfully said that no other portion of the Dominion offers such varied inducements to the new settler, it can also be said with the same degree of candor that the home-seekers of the world are beginning to realize this, a fact shown by the large inflow to the district during the season now just closed. Still the Edmonton district is but in its infancy, and tens of thousands of free and fertile homesteads yet lie in their virgin state, awaiting the ploughshare. There are many reasons why those tired of the slavery of thickly populated communities, and desirous of having a home they may call their own and opportunities for their children, should turn their faces toward the North Saskatchewan in preference to any other portion of the country between Lake Superior and the Pacific Ocean. It is an open secret that the climate of Northern Alberta is milder and the winters shorter, and that the country is subject to fewer radical climatic changes than any section to the south, Manitoba, the Dakotas or Montana not excepted. The soil is fertile, and the yield of grains and vegetables to the acre are unsurpassed anywhere on the continent; the sands of the Saskatchewan, which, worm-like, traverse the district, are rich in gold, easily obtained by washing; there is a brisk market for every pound of butter, cheese and bacon that can be produced; for the product of the bennery, poultry, and all kinds of vegetables. This market is British Columbia, and so keen is the demand for supplies for the mining regions that the British Columbia wholesaler, although much preferring to buy close to home, has not yet been able to supply one tenth of his needs in this district, and has been obliged, after taking in Manitoba's surplus, to keep on still further to Ontario and the Maratime Provinces. And with the development of mining in the Pacific Province, this market is increasing and is bound to assume still greater proportions. Any honest man can acquire a home and do well in this district without making a slave of himself, even if he has only a very small capital to commence with.

FORT SASKATCHEWAN.

In the fall of 1874 Colonel Jarvis, then in command of the Northwest Mounted Police, was instructed by the government at Ottawa to look for a good site on the south side of the North Saskatchewan river for the erection of a barracks, to be headquarters for the force in this Northwest district. The Colonel was instructed to keep within a limit of twenty miles from the old Hudson's Bay trading post at Edmonton. After a thorough survey of the surrounding country, Colonel Jarvis, who was himself an old army officer and competent engineer, decided that this was the best point for a basis of operations, and named the post Fort Saskatchewan in honor of the noble river upon whose bank it rested. The flag was flung to the breeze in the spring of '75, when the buildings of the Fort were completed.

Since that time, bearing out what this shrewd officer had foreseen, Fort Saskatchewan has occupied, as it always will, a prominent place in the history of the Northwest.

During the dark days of the rebellion of 1885 the scattered settlers of the district sought refuge under its friendly walls, and from here Major Griesbach dispatched his scouts and couriers to and from the east, where the trouble was going on. Since the suppression of the rebellion, the stockades around the fort have been removed, the square enlarged and a number of new buildings erected. To-day Fort Saskatchewan occupies a more prominent position than it ever did before, as in the future it will be the basis of operations for police protection to the great Peace River country and McKenzie basin.

MR. LEON MORET'S STOCK FARM.
Near Fort Saskatchewan, Alberta

GREAT AGRICULTURAL AND MANUFACTURING CENTRE.

However, it is not only its military importance that is bringing Fort Saskatchewan so prominently before the eyes of the world today. The attention of home seekers has been drawn toward the great fertile valley of the Saskatchewan, of which this point is the gateway. Twenty years ago next spring, when the bugle sounded its first reveille from the fort, its echoes were borne to the ears of the redcoats only; but to-day its early morning call arouses a busy countryside. During the past two years Northern Alberta has witnessed an influx of hardy agriculturists unprecedented in the history of the Canadian Northwest.

THE REASON WHY.

There are many reasons why Fort Saskatchewan may lay claim to future greatness. Geographically, it is the greatest grain-growing and stock raising centre in Northern Alberta, the markets for which will be the great Peace River country and the mining sections of British Columbia. The town also stands in line to be a great railroad centre.

By the extension of the Calgary and Edmonton Railway from the south to the petroleum fields of the Peace River in the north, and by the construction of the Saskatchewan branch from the east through Jasper Pass to British Columbia, this will be brought about. These are looked upon by prominent authorities as railway projects of the near future, and the most prominent engineers of the Dominion have pronounced this point to be the best and cheapest crossing of the whole North Saskatchewan.

A PATROL PARTY OF NORTH WEST MOUNTED POLICE.
Specially photographed near Fort Saskatchewan, Alberta

SANDS OF GOLD.

For years Fort Saskatchewan has been the centre of gold washing operations on the Saskatchewan, and many thousands yearly derived from this source have been spent in the town. Anywhere along the river, on the bars or benches, when the water is low, man may be seen at work with "grizzly," washing out the "filthy lucre." The product of the Saskatchewan's sand is known as float gold, or the "poor man's friends," owing to the cheapness of the apparatus necessary to carry on the work. The washing begins in May, and ends generally in October. New settlers of limited means

often take advantage of this source of revenue at intervals during the summer season to obtain supplies, they being able to earn from $1.50 to $3 per day.

FREE HOMESTEADS - HOW TO OBTAIN THEM.

Seven-tenths of the free homsteads in Northern Alberta are tributary to Fort Saskatchewan, a fact which should be borne in mind by all intending settlers. All that is necessary for one who is eligible and desirous of obtaining a homestead in this district is to visit any Dominion land agency, where, upon the payment of $10, entry can be made. Males, eighteen years or over; widows and old maids are all eligible to a free home in the Canadian Northwest. Fort Saskatchewan and vicinity offers more inducements to the intending settler or capitalist than any other section of the Northwest Territories.

Fort Saskatchewan is the market town for Clover Bar, Beaver Hills, Limestone Lake, Victoria, Egg Lake, the Vermillion, Beaver Lake, Birch Lake settlements, and the Sturgeon River country. All of these settlements have good schools, churches, good roads, and in close proximity to any of them free homesteads can be obtained.

PLENTY OF EVERYTHING.

There is an abundance of coal, plenty of firewood, fence rails, pure water, and magnificent grasses, and above all, a climate healthy beyond compare. All the rivers and lakes abound in fish and game, such as ducks, geese, prairie chicken, rabbits and deer, are plentiful, and for those who seek the fur-bearing animals, bear, fox, wolves, mink, otter and beaver can be obtained. In the line of minerals, besides gold, there is platinum, rubies, garnets, agates to be found along the Saskatchewan, and indications have lately been discovered which indicate the presence of the most precious of all gems—the diamond.

BEAUTIFULLY SITUATED.

Fort Saskatchewan is beautifully situated on the banks of the North Saskatchewan River (navigable for several hundred miles), commanding a fine view of the surrounding country. To the east the Beaver Hills (which geologists suppose were formed prior to the Rocky Mountains) loom up, forming a pretty background, and the old Union Jack waving serenely from the lofty staff in the barracks square adds additional charm to the picturesque surroundings.

ENTERPRISING AND PROGRESSIVE.

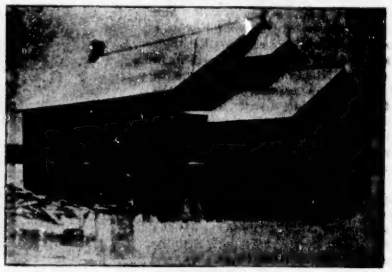
The people of Fort Saskatchewan are an enterprising and progressive lot, and with good reason have unlimited faith in the prospects, present and future, of their town and surrounding district. In 1874 Mr. A. R. Lang took up the present townsite as a homestead, and farmed it for a number of years. In April, 1894 M. F. Fraser Tims, associated with two other gentlemen, purchased the townsite from Mr. Lang. Mr. Tims has the welfare of the town and district at heart, and few men are better known throughout the Territories. Mr. Sims is enterprising, to say the least, and his popularity was well demonstrated when, on the 24th of last October, the electors of the new district of Victoria returned him by acclamation as their representative in the Legislative Assembly.

BIOGRAPHICAL.

Born in Berlin, Ontario, on the 8th of February, 1856, brought up and educated in the city of Quebec, Mr. F. Fraser Tims, after some years of commercial training, as well as one year's experience at sea, came to Regina, where he erected the first frame store ever built in that town. This was in 1882. The rails were laid, but there was no station in Regina, and the townsite had not been surveyed. Mr. Tims here also acted as agent for the Dominion Express. About the same time, hearing that there was a good opening for a trading post at Swift Current, he took the opportunity to open another store in charge of his brother, W. C. Tims. In March, 1885, Mr. Tims sold out his Regina business, and moved to Swift Current remaining there until the spring of 1888, when he finally settled in Fort Saskatchewan, opening up a general store. His stock of goods came across the prairie, six hundred miles, by team. There was 40,000 pounds, and the freight amounted to $1,600. Mr. Tims continued in the business of general merchant until the spring of 1893, when he sold out, to establish his present business as a real estate agent and commission broker. Mr. Tims is also local representative for the Sun, the Eastern, the Quebec Fire, and the London-Lancashire Life and New York Mutual. Mr. Tims has always been untiring in his efforts to promote the interests of Northern Alberta, which he considers the best portion of the Canadian Northwest. From 1886 to 1892 Mr. Sims was chairman of the School Board of Fort Saskatchewan, after which year he declined re-election. In 1893 he was one of the organizers of the Fort Saskatchewan Agricultural Society, of which he is at present secretary and treasurer.

Mr. Tims has backed his confidence in Fort Saskatchewan with his money, and may well be called the father of the town. Mr. Frank Dillon Tims, deputy provincial auditor for the

A GERMAN FAMILY.
Near Fort Saskatchewan, Alberta.



SCHOOL HOUSE,
Fort Saskatchewan, Alberta.

FORT SASKATCHEWAN HOTEL,
On the North Side. MR. Z. ST. JOHN, Proprietor.

Mr. Frank Marioggi.

MANSION HOUSE,
Fort Saskatchewan.

Province of Quebec, and a well-known citizen of the city of Quebec, is Mr. Fraser Tim's father.

NORTHWEST MOUNTED POLICE.

The services of this fine body of men can hardly be over-estimated, as were it not for them the country could not enjoy its present sense of security. The way in which the law is respected in these Territories presents a striking contrast to the reign of outlawry which exists in the Western States. The members of the Northwest Mounted Police are a finely disciplined and educated body of men, and their system of patrol throughout the Territories is so perfect that the outlaw's career is always short-lived. This district, which extends from the Innisfail on the south to Lac La Biche in the northeast, a distance of about 300 miles, and about the same distance east and west will give an idea of the large amount of territory looked after by government troops, whose headquarters are at Fort Saskatchewan.

OPPORTUNITIES FOR INVESTMENT.

Owing to its central position, surrounded by a rich farming country, where the grain product is constantly increasing, Fort Saskatchewan offers the best opening in the Northwest for the establishment of a roller process flour mill. Then there are excellent opportunities for improving a water privilege capable of furnishing power of different industries, including an electric light plant and saw mill. The water privilege is located just below the town on island one mile long, forming a channel, which, with a moderate outlay of capital, can be utilized. There is also a good opening here for a brickyard, a tannery and a sash and door factory. It offers free sites to manufacturing industries.

Fort Saskatchewan has never had any boom, but has been growing steadily for the past two years. Fort Saskatchewan, as will be seen by the accompanying illustrations and notes, has a number of substantial and enterprising business men.

MESSRS. LINDOW & GRINDLEY, GENERAL MERCHANTS.

This extensive business, which has only been in existence a little more than one year, is one of the best examples of a general store in the country. The buildings, as will be seen by the illustration on this page, has a frontage of sixty-one feet on Government street, and extends back seventy five feet. A commodious general warehouse adjoins the store, while at the rear are large grain warehouses, with separate entrances for freight teams, etc. The store is heated with hot air furnaces, and very conveniently arranged throughout. The stock carried by this firm comprises every commodity adapted to the needs of a new and growing country, each department carrying a fine assortment. A well-managed wholesale liquor department is also a feature of this extensive business. The advantages to be derived by a farming community in having such a large and varied stock to select from, and an opportunity to exchange their products for the thousand and one necessaries, is obvious.

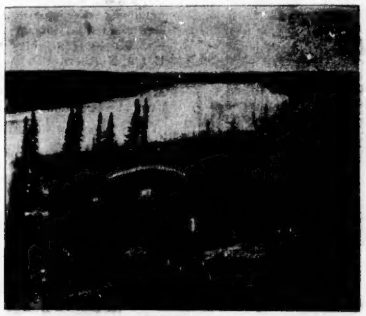
Mr. R. Lindow, the senior member of this firm, has had a wide range of experience in the commercial world, and his energy and talents have brought him deserved business and popularity through this district. Mr. Thos. M. Grindley, the other member of the firm, though yet a young man, has held responsible positions in the west, being for many years salesman for J. H. Ashdown, of Winnipeg, who runs the largest hardware business in the country, and one of the pioneers of Calgary in the early days. These gentlemen, by their combined energies and experience, have built up a business through this district second to none. They are fortunate in having the assistance of Mr. W. T. Larson, an energetic and business like young man (formerly with John Cameron, of Edmonton), who makes an excellent salesman for them. The firm is an energetic one, and through their methods of square-dealing, good goods, and fair prices, have gained the confidence of the community at large.

A CREDIT TO FORT SASKATCHEWAN.

One of the prettiest and most substantial structures in Fort Saskatchewan is the Mansion House, completed in June, 1894, and opened to the public on the last day of that month by Messrs. Maraggi and De Roux who also run the Alberta at Edmonton. Fort Saskatchewan long felt the need of a good hotel on the South Side, and with the completion of the Mansion House their every wish was gratified.

POSTMASTER AND MERCHANT.

A man closely associated with the inrerests of the Alberta district and Fort Saskatchewan in particular, is Mr. W. G. Ross, postmaster agent for the government telegraph service and member of the firm of Ross & Stewart general merchants. Mr. Ross was born in Ottawa 38 years ago. When only 19 years of age filled with an adventurous spirit, he came west and joined the Northwest Mounted Police, continuing in the service three years. Since leaving the force Mr. Ross has been actively engaged in business pursuits. Messrs. Ross & Stewart do a large general business, their store and warehouse being well located, on Government street. All kinds of goods and supplies peculiar to the needs of the country may be found at this store, and a large trade is carried on with the surrounding districts. Mr. W. G. Ross' parents, Mr. and Mrs. P. W. Ross, and other members of the family are also residents of Fort Saskatchewan, having moved here from the east six years ago.



ALONG THE RIVER.
Below Fort Saskatchewan.

The house, which is situated on the corner of Government street and Dennis avenue, in the heart of the town, is 45x70, and two stories high. The first floor is finished throughout in British Columbia cedar, and is splendidly laid out, while upstairs the sleeping chambers and drawing rooms are models of comfort and taste. The "Mansion" is managed by Mr. L. J. Vellat, an experienced hotel man and good all-around fellow. The bar-room is a novelty in itself, being the finest arranged in Northern Alberta, and reflects great credit on Mr. Maraggi, designer of the fixings. The table service of the Mansion House is equal to that of first-class metropolitan establishments, and strangers who visit the Fort are delighted and surprised to find such accommodations. Any one visiting Edmonton should not go away without driving over to the Fort and lunching at the Mansion. The beautiful scenery, bracing air and genial hospitality met with at the Mansion will be enjoyed, and then you can get a glimpse at military as well as agricultural life in this favored portion of the Northwest.

LINDOW & GRINDLEY'S STORE.
Fort Saskatchewan.

MR. ST. JOHN'S HOTEL.

Mr. Zavier St. John, who runs the Fort Saskatchewan Hotel, on the north side of the river, opposite the barracks, is another man who has done well in this district. Mr. St. John came from Morbay, Quebec, sixteen years ago, then a young man, and after two years residence in Manitoba, came to Fort Saskatchewan. His hotel is 70x30 feet, two stories high, and beautifully situated at the end of the cable ferry. The house contains twenty-five large rooms, and is well ventilated, well furnished throughout, and first-class in every respect, even to the bar, where nothing but the choicest liquors are kept. A large stable, 30x50, is run in connection with the house, and

the traveller, as well as his beast, is always well cared for. Mr. St. John himself is an excellent host, and the house may be called first-class in every respect.

Besides his commodious hotel, Mr. St. John owns 500 acres of excellent land and a large amount of stock, including horses, cattle, sheep and swine. The Saskatchewan Hotel enjoys an excellent patronage.

AN ENTERPRISING RANCHER.

One of the successful men who has made money by dint of industry in this district is Mr. Leon Moret. Mr. Moret came to America

MR. F. FRASER TIMS.

from Switzerland fourteen years ago, and after three years travelling in the United States, came to Fort Saskatchewan without a dollar in his pocket. During the first year and second spring Mr. Moret washed gold on the Saskatchewan, saving in that time $500. Then he began to purchase cattle. To-day Mr. Moret owns the fine ranch, a picture of which appears on this page, and a well established meat business. The ranch consists of 640 acres, beautifully situated, about four miles from the

MR. W. THOMSON HISLOP.
Fort Saskatchewan, Alberta.

village, and is stocked with 75 head of cattle 200 sheep, 40 swine and 12 work horses. Mr. Moret also runs a dairy and cheese factory, and is now erecting a large building in which to begin a pork-packing business next season. Mr. Moret has had the contract to furnish beef for the Northwest Mounted Police Depot for five years, filling it to the entire satisfaction of the department. This year Mr. Moret had 130 acres under cultivation, and next year the area will be much increased. The way in which Mr. Moret has prospered is a bright example of what a wide awake, hard working man can do in this district.

INSURANCE AND COMMISSION.

Mr. John French Forbes, insurance and commission agent and issuer of marriage licenses at Fort Saskatchewan, is no stranger in the Northwest. Mr. Forbes was born in Lossiemouth, North Scotland, and came to this country, a young man, in 1883. After working for some time in a private bank in Ontario, he joined the Northwest Mounted Police, taking an active part in the Riel rebellion. In 1888 he bought his discharge from the force, and engaged in ranching on the Saskatchewan river. After several year's success in this line, he changed his business, opening a general store in company with his brother-in-law, Mr. W. G. Ross, trading under the name of Ross & Forbes. February, '94, Mr. Forbes sold his interest in the mercantile business to Mr. John Stewart, and established his present business. Mr. Forbes is an expert accountant, and also handles real estate, owning a large number of acre residential lots in the suburbs. Among Mr. Forbes' companies are the Commercial Union, Northern Fire, and Royal and United Fire. In 1890 Mr. Forbes married Miss Francis M. Ross, sister of Mr. W. G. Ross. Mr. Forbes has a pleasant home and two bright children.

F. C. VAN BUSKIRK, DRUGGIST.

Mr. Van Buskirk is the pioneer druggist of Fort Saskatchewan. He opened business the first day of September last, with a neat little

MR. F. C. VAN BUSKIRK,
Druggist, Fort Saskatchewan.

stock of drugs, patent medicines and fancy goods. Mr. Van Buskirk has high qualification as a careful, sober, and obliging druggist, and has already become very popular among the citizens. His store is one of the most complete in Northern Alberta, and we bespeak a bright future for him in the drug business at Fort Saskatchewan.

OTHERS WELL AND FAVORABLY KNOWN.

One of the most genial and business-like young men in Fort Saskatchewan is William Thompson Hislop, salesman at Lindow & Grindley's general store. Mr. Hislop came originally from Thornhill, Dumfrieshire, Scotland, where his father (now retired) then carried on a large dry goods business. Mr. Hislop is an expert dry goods salesman, having had seven years' experience in one of the largest dry goods establishments in London, England. Four years ago Mr. Hislop was obliged to leave England on account of his health, and came to this country, engaging with Mr. John Cameron at Edmonton, and leaving there to accept his present position at Fort Saskatchewan. Mr. Hislop has a bright commercial career in store, as he is yet but 26 years of age.

HARNESSES AND SADDLES.

Thomas Montgomery & Co. have opened a harness and saddlery establishment on Government street, and are doing a good business. They carry a full line of goods, and repair, as well as manufacture, themselves. This is a great convenience to the community. Mr. Montgomery is an agreeable and punctual business man, and came originally from Ireland, but for some time previous to settling in Fort Saskatchewan lived in Ontario.

WIDE AWAKE CONTRACTORS.

The contractor never gets far behind when evidences of commercial activity are displayed. Messrs. J. C. & A. H. Kanan, doing business under the name of Kanan Bros., are of English birth, J. C. having been in the Northwest eleven years, while his brother, who, although following his trade for a long time in American cities, has only been in Canada four years. Both men are experienced artisans, and look

MR. J. F. FORBES,
Insurance and Commission Agent, Fort Saskatchewan

forward to plenty of work in the future at Fort Saskatchewan. Messrs. Kanan Bros. have done a large amount of contracting and building at Edmonton during the past two years.

FORT SASKATCHEWAN LIVERY STABLE.

Fort Saskatchewan's livery stable is owned and managed by Messrs. C. F. Stewart and F. S. Glover, both young and energetic men. Mr. Glover is a native of England, and has been in the country six years. Mr. Stewart was born and reared in this country. The stable is well

MR. THOMAS MONTGOMERY,
Fort Saskatchewan.

managed, and fifteen horses are kept busy. Besides running the stable, Messrs. Stewart & Glover operate the stage line between Edmonton and Fort Saskatchewan, and carry Her Majesty's mails. The stage connects with all trains, and is a pleasant mode of travelling between these points.

There are other enterprising mechanics and business men in Fort Saskatchewan, of whom space forbids mention. Then Fort Saskatchewan has a successful Rifle Association, of which Mr. John Forbes is president, and others worthy of note. The school facilities cannot be surpassed, and two new churches will be erected next spring. Few towns hold out such inducements to capitalists, as well as the man of small means, as does Fort Saskatchewan.

o settling in Fort
o.

ACTORS,

far behind when
ity are displayed.
, doing business
os., are of English
the Northwest
er, who, although
time in American
nada four years.
rtisans, and look

BES,
, Fort Saskatchewan

the future at Fort
Kanan Bros. have
tracting and build-
e past two years.

LIVERY STABLE.

ry stable is owned
. F. Stewart and F.
nergetic men. Mr.
nd, and has been in
. Stewart was born
The stable is well

ONTGOMERY,
Brown.

rses are kept busy.
le, Messrs. Stewart &
line between Edmon-
wan, and carry Her
age connects with all
mode of travelling

ising mechanics and
katchewan, of whom
hen Fort Saskatche
Rifle Association, of
president, and others
hool facilities cannot
new churches will be
w towns hold out such
s, as well as the man
ort Saskatchewan.